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*R. O. Briggs*

THE HISTORY,  
COMMERCIAL ADVANTAGES,  
AND FUTURE PROSPECTS OF THE  
SAGINAW,

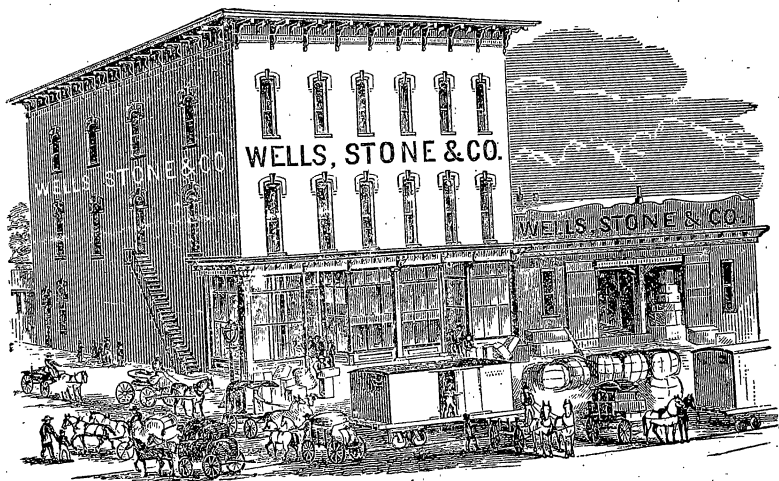
POPULATION, MANUFACTURING, SHIPPING AND RAIL ROAD INTERESTS,  
COMMERCIAL ADVANTAGES, CHURCHES, SCHOOLS, LITERARY  
ASSOCIATIONS, MUNICIPAL ORGANIZATIONS, AND A  
DESCRIPTION OF THE GROUNDS AND PROPOSED  
PROGRAMME OF THE APPROACHING  
STATE FAIR, TO BE HELD AT  
EAST SAGINAW.

BY W. R. BATES.

EAST SAGINAW, MICH:  
E. W. LYON, STEAM POWER BOOK AND JOB PRINTER.

1874.

# WELLS, STONE & Co.



## WHOLESALE GROCERS

And Dealers in

### LUMBERMEN'S SUPPLIES.

HIGHEST PRICE PAID FOR

### GRAIN, HAY, AND PRODUCE OF ALL KINDS.

Corner of Water and Clinton Sts.,

NEAR TITTABAWASSEE BOOM CO.'S OFFICE,

### SAGINAW CITY, MICH.

Branch Stores at Midland, Sandford's, Loomis and Farwell.

# T. E. DOUGHTY,

Wholesale and Retail Dealer in

## *Watches, Clocks,*

### AND JEWELRY.

SOLID SILVER PLATED WARE.

ALSO, SOLE AGENT FOR

### DIAMOND SPECTACLES.

Will sell Lower than any other House in the Valley.

301, WISNER BLOCK, GENESEE AVENUE.

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## C. B. CHOATE,

(SUCCESSOR TO REYNOLDS & CHOATE,)

Dealer in

### Hardware, Stoves,

IRON, NAILS, GLASS,

### MILL SAWS, BELTING, &c., &c.

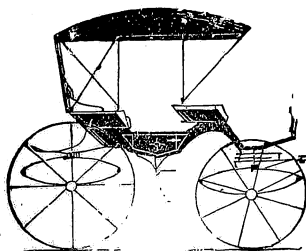
Derby Block, Water St.,

East Saginaw, Mich.

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## W. S. HOUGHTON, CARRIAGE

Manufacturer.



Corner German & Franklin Sts.,

EAST SAGINAW, MICH.

M. & H. KOCH & CO.,  
CLOTHIERS AND MERCHANT TAILORS,

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SPECIAL DEPARTMENT FOR BOYS AND CHILDREN'S CLOTHING.

Entrance on Washington Avenue.

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REYNOLDS & DOUGHTY,  
Dealers in  
FINE SWISS & AMERICAN  
WATCHES,  
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👉 REPAIRING DONE BY SKILLFUL WORKMEN.

110 Genesee Avenue, - EAST SAGINAW, MICH.

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**BYRON B. BUCKHOUT,**

Is the oldest and most reliable

**HARDWARE**

MAN IN THE CITY.

**122 & 124 North Water Street.**

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CHAS. TEN EYCK.

E. TEN EYCK.

**C. & E. TEN EYCK,**

Manufacturers of and Dealers in

**SHINGLES,**  
**STAVES AND HEADING.**

Water Street, near F. & P. M. R'y,

EAST SAGINAW, MICH.

# WICKES BROS. IRON WORKS,

EAST SAGINAW, MICH.

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Furnish HORIZONTAL AND VERTICAL  
ENGINES,

With Tremain Balance Valve, and Dunbar Steam Packing  
Piston. Also,

Circular Saw Mill  
MACHINERY,

From Entirely NEW AND IMPROVED Patterns.

A SPECIALTY MADE OF GANG MILLS.

Having secured several patents upon same we are enabled to furnish the

Celebrated Wickes Chain Gang,

As well as a new pattern of

IRON FRAME GANG,

For smaller mills, complete in its arrangements. Also

PATENT EDGERS

AND

SAW GUMMERS.

Having the Most Complete Sett of PULLEY PATTERNS in the  
State, and Superior facilities for furnishing same, we can  
compete with Manufacturers of any locality in furnishing  
Pulleys, with Shafting, Couplings, &c., &c., as  
well as all Mill Work.

 *ALL WORK GUARANTEED.*



# D. R. BROWN & CO., JEWELERS.

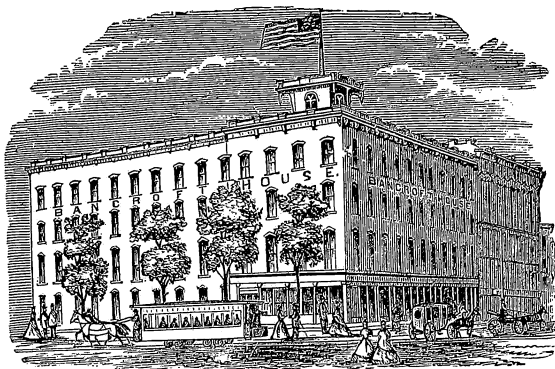
Dealers in  
Watches, Jewelry,  
AND SILVER WARE.

*All Goods sold Engraved Free of Charge.*

EAST SAGINAW, MICH.

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*Bancroft House.*



Corner of Genesee & Washington Avenues.

ISRAEL B. NORCROSS, Prop'r.  
EAST SAGINAW, MICH.

# MORLEY BROTHERS,

Wholesale and Retail Dealers in

# HARDWARE

SPECIAL ATTENTION GIVEN TO ALL ORDERS BY MAIL.  
THE LARGEST AND MOST COMPLETE STOCK OF HARDWARE  
IN THE SAGINAW VALLEY.

## MILL SUPPLIES

And Builders' Hardware,  
A SPECIALTY.

AGENTS FOR FAIRBANKS' SCALES.

Croul Brothers Leather Belting.

J. H. MORLEY & CO.'S WHITE LEAD.

SOLE AGENTS FOR THE

## Michigan Stove Co.

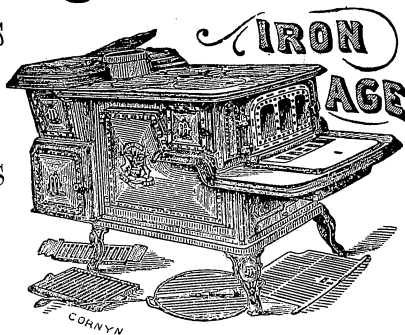
Headquarters

FOR

Stoves

AND

TINWARE.



All Stoves

Warranted

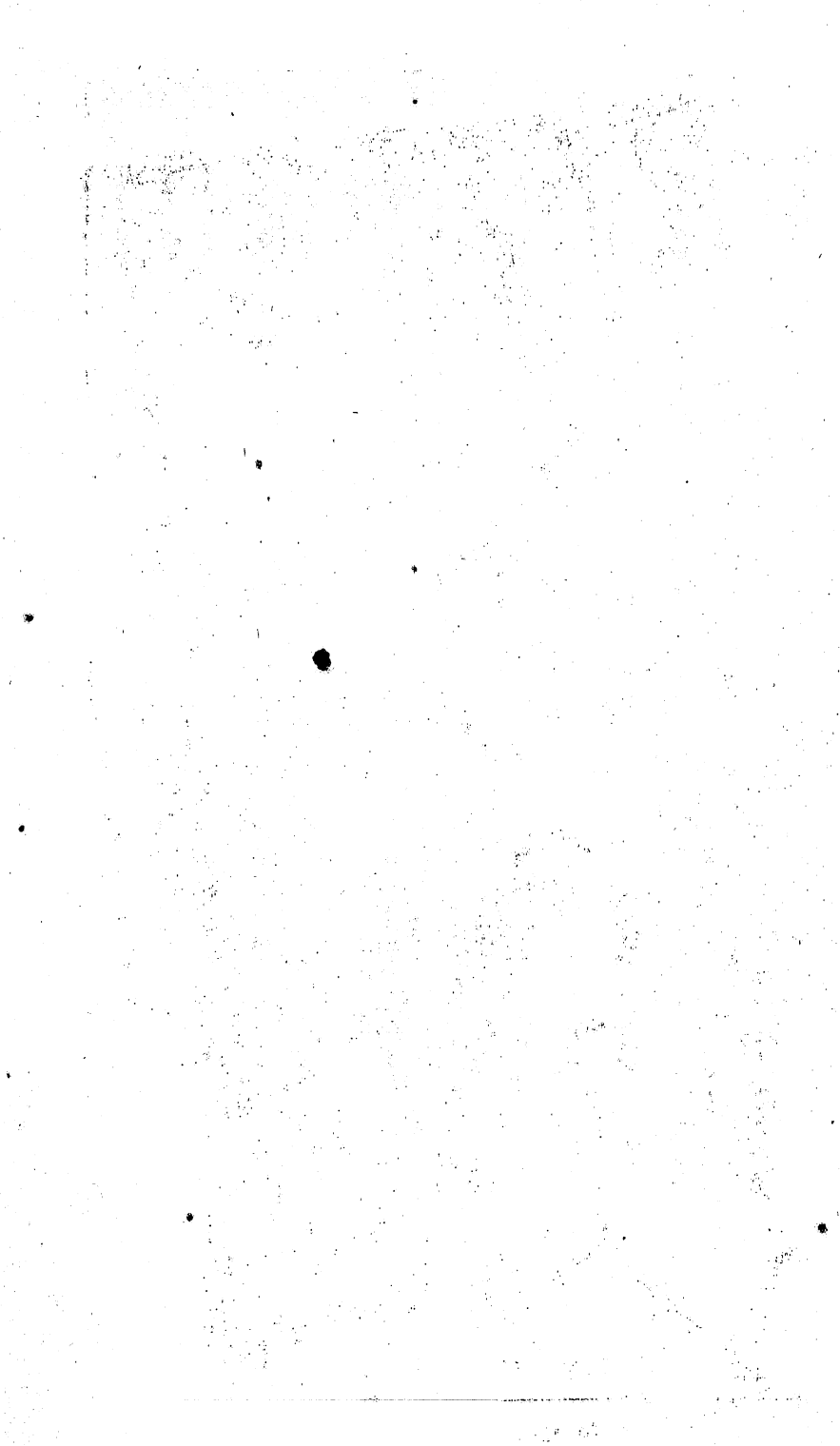
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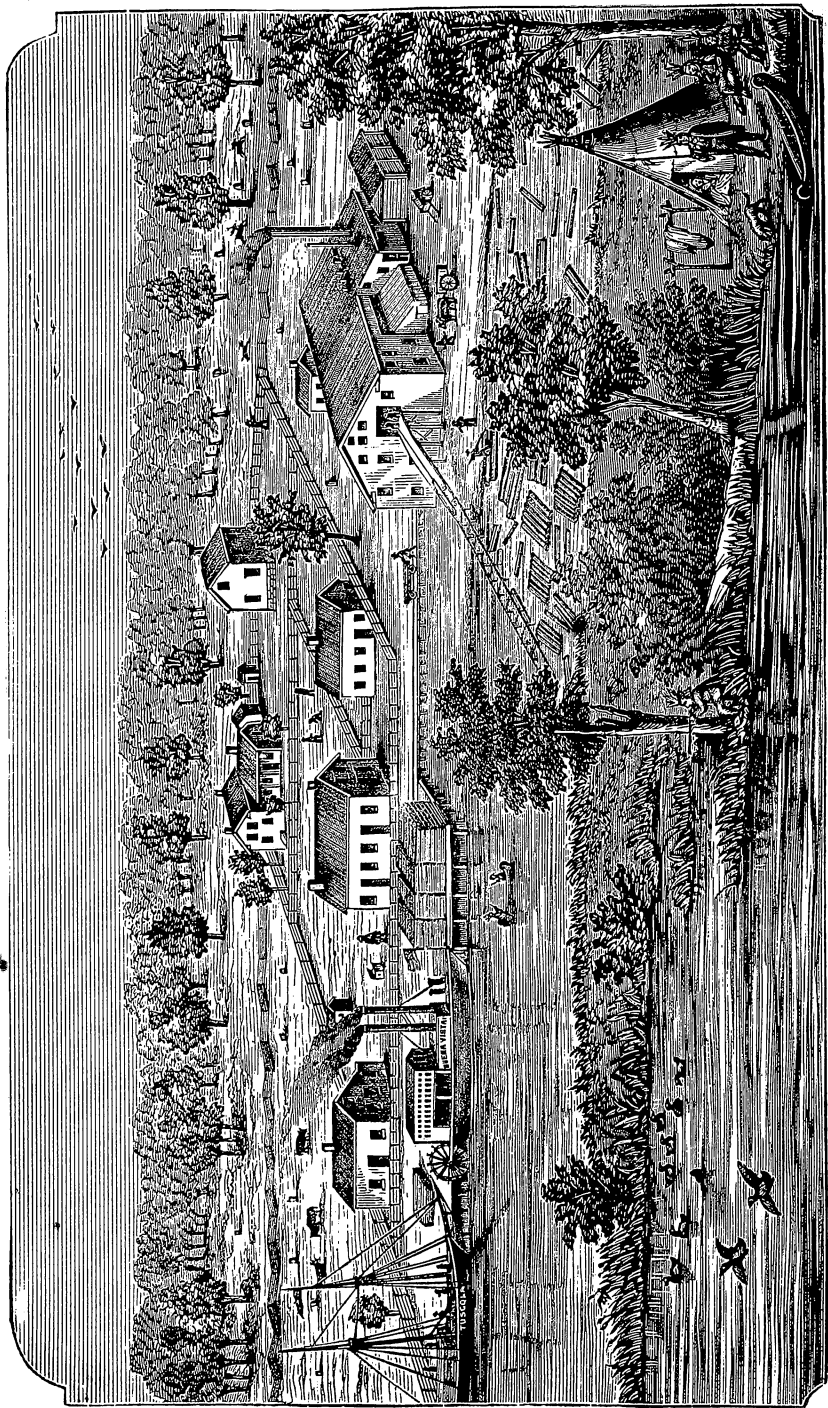
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All Goods at the Lowest Market Price Regardless of Cost.

108, 110, 112 & 114, South Water St.,

EAST SAGINAW, MICH.





EAST SAGINAW IN 1849.

THE HISTORY,

COMMERCIAL ADVANTAGES,

AND FUTURE PROSPECTS OF THE

# SAGINAWS,

POPULATION, MANUFACTURING, SHIPPING AND RAIL ROAD INTERESTS,  
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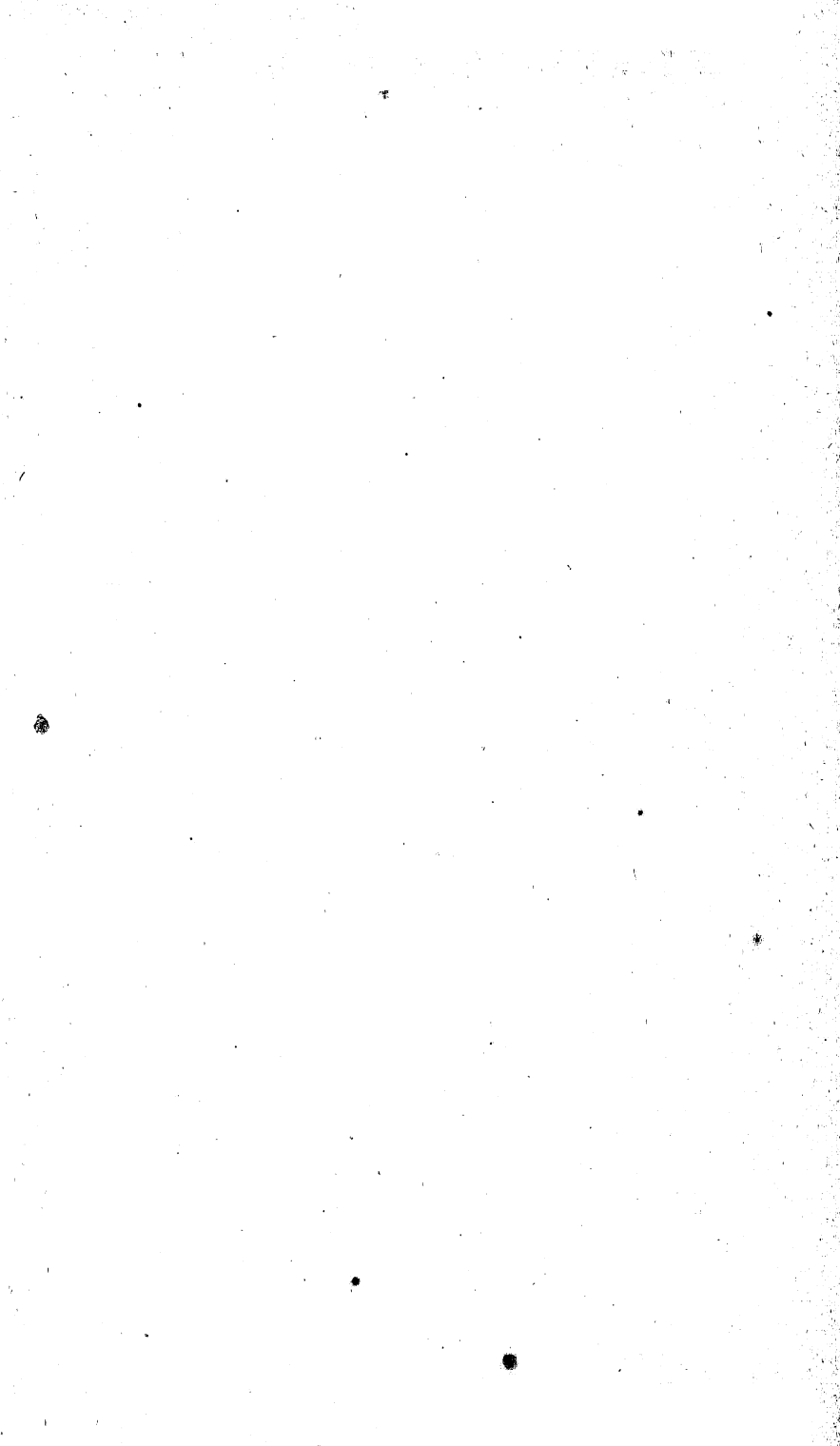
## INTRODUCTION.

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Perhaps no locality has for the last decade had more written concerning it than has the Saginaw Valley. Local reporters, stump speakers, accidental visitors and newspaperial tourists have all tried their hands at it, and very frequently they have done their work well. Few, however, have gone below the surface, few have taken the trouble to investigate and put into permanent form the facts relative to our earlier history. Believing that such an effort would be appreciated, the compiler of this unassuming pamphlet, at the earnest request of many of our oldest citizens, decided to undertake it. He has found however, that it is a work of no slight magnitude. There is, we believe, not a complete file of any newspaper published in either of the Saginaws. Several years since a complete file of the oldest paper published here, was presented to the Library Association, but has mysteriously disappeared, and there are no accessible statistics of early matters whatever. This fact will explain perhaps many omissions which will attract the attention of those among us, who by long residence, are familiar with our early history.

The issue of this pamphlet has been postponed from week to week, hoping for additional information. With this as a starting point, a subsequent writer may fill up many gaps in the record of events, and correct any mistakes, which regardless of our efforts to prevent may have crept into this edition.

We wish to express our thanks to "UNCLE" HARVEY WILLIAMS, CURTIS EMERSON, GEO. F. LEWIS, C. H. GAGE, DR. S. S. GARRIGUES, J. A. HOLLON, PROF. TARBELL, MISS ANNA D. CLARK, SANFORD KEELER, DR. H. C. POTTER, HON. CHAS. D. LITTE, HON. WM. L. WEBBER and others, who have so cheerfully aided us in obtaining desirable information for our publication.



## EAST SAGINAW.

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When the present condition of the two Saginaws—cities of 18,000 and 10,000 respectively—cities with Street Railways, Holly Water Works, Nicholson pavements, mammoth stores, Hotels and elegant residences, cities whose banks represent millions of dollars, and whose fame has spread over the continent as active, energetic and live cities—we say when the present condition of the two Saginaws is contrasted with their condition but little more than twenty years ago, the remarkable character of our development becomes apparent. In 1850, the land upon which East Saginaw is built was an unbroken wilderness. Forrest trees and an unbroken morass was all that met the eye. Indeed the character of the Bayou, about where the Post Office now stands, is described as having been something

“Abominable, unutterable and worse  
Than poet e're conceived or fancy feigned.”

While stragling half-breeds and numerous Indians formed the principal portion of the inhabitants. On the 4th day of July, 1847, CURTIS EMERSON made his *debut* here, and at that time there was not half a dozen residents on the east bank of the Saginaw, between the present location of the East Saginaw Salt Works and the most southern portion of the present city. There were but twelve acres of clearing in the vicinity of the present Gas Works, and six acres at what was known as the “Mission House,” where C. & E. TENEyCK's shingle mill is now located on Water Street, north, in this city. The population of Saginaw City was at that time less than two hundred, composed partly of Indians and French *habitans*, together with the mili-

tary garrison at the old Block House. One mail per week was brought from Flint on horseback, by DAVID LYON, the father of "MAJOR LYON," who by the way is as good a printer as he was soldier, as the typographical character of this work will testify. Letters cost twenty-five cents postage for delivery one hundred miles. Bay City or "Lower Saginaw," contained less than one hundred people, largely composed of the Indians, and the future prospects of the Saginaws was anything but flattering. The topographical appearance of this city was in keeping with its apparent future. NORMAN LITTLE, C. EMERSON, CHAS. W. GRANT, A. K. PENNY, and others, thought they could discern in the distance a possible future for East Saginaw. Yet emigration shrank from undertaking pioneer life on the river. No glimmering of the subterranean deposits

"Down, a thousand fathoms down,  
Where strike the roots of the mountains brown,"

had as yet been had. But still these pioneers, in many instances men of refinement and education, struggled on, and they

"Built better than they knew."

Let us retrace our steps a little and look up the title to the land upon which our houses now stand.

In 1836, DR. CHARLES LITTLE, the father of CHAS. D. LITTLE and the late COL. W. L. P. LITTLE, entered the land upon which a portion of the city of East Saginaw is located. This finally was given to a Detroit concern as security. In 1849, NORMAN LITTLE, agent for HOYT & Co., of New York City, purchased this tract of the Detroit parties. He also purchased the clearing made by G. D. & E. S. WILLIAMS, which was called the Farm. Where the "Bancroft House" stands there was at this time a shake roofed cabin, occupied by a French trapper. This cabin was built by the American Fur Company. In 1850 the village of East Saginaw was platted, and S. & T. WILLEY took a contract, dated May 28th, 1850, for clearing up the land. When the clearing reached the point between Genesee and Tuscola streets, on Water street, the "Saginaw Valley House"

was erected, and was the aristocratic place of residence on the east side of the river for a long time. This building is still used for hotel purposes, and will compare favorably with many country taverns in appearance. It was completed in 1851. This hotel and the "Halls of the Montezumas," as MR. EMERSON facetiously called his home, were the scenes of many a frolic. Indeed the present generation in East Saginaw can have little idea of those days, when the

"Fun grew fast and furious,"

and were the records of the time in existence, many a night of revelry would stand recorded. Some of them perhaps participated in by men whose portly forms and well clothed limbs go a trifle slower than they would had there been no "Valley House" or "Halls of the Montezumas," in 1850 and succeeding years. In April 1849, the first township election was held. In all there were about twenty voters in an area of ten miles on the east side of the river. The election was held, of course, at the "Halls of the Montezumas." There was but one ticket in the field, and we presume that very little effort was made to "subsidize" voters, unless indeed the bountiful cheer which MR. EMERSON provided in both solid and liquid forms, had some influence in making him Supervisor, and Director of the Poor, also. The tickets were not printed, indeed they were not of an elaborate character, and those who were present state that they have no recollection of even the emblem of America having been sketched at the head of any of them. The result of the election was as follows:

For Supervisor, CURTIS EMERSON; for Treasurer, STEPHEN LYTLE; Justices of the Peace, ANDREW EVART, GEORGE OLIVER and STEPHEN LYTLE; Township Clerk, CHARLES W. GRANT; Directors of the Poor, CURTIS EMERSON and A. K. PENNY; Commissioners of Highways, SYLVESTER WEBBER, one year, and those well known *Highwaymen*, A. K. PENNY and C.

W. GRANT, for two and three years respectively; School Inspectors A. M. HOYT and A. K. PENNY; and for Constables, ARCHIBALD CAMPBELL, DAVID JOSLIN, GEORGE MINER and ERASTUS VAUGHN.

At that time Saginaw County embraced the following counties:—Tuscola, Midland, Bay, Iosco, Alpena, Cheboygan, Ogemaw, Roscommon, Gratiot, Isabella, Clare, Gladwin and Oscoda. In 1847, two years before this election, the above territory cast two hundred votes. There was but one School House in that territory, not a Church, no ministers or lawyers, and but one physician, a DR. DAVIS, of Saginaw City. There were three Saw Mills, one at Saginaw City, one at East Saginaw, and HON. ALBERT MILLER's mill at Portsmouth.

The scene presented to the gaze of the tourist to-day is in comparison with that of the time of the first election here, one hardly surpassed in the records of progress in the development of material interests at any place on the continent. The city was incorporated in 1859. The population in 1860 was 8,001, in 1870, 11,350, in 1874, 17,084.

Saginaw River, formed by the junction of the Tittabawassee, the Cass, the Flint and the Shiawassee rivers, is a large stream navigable for all steam and sailing vessels upon the lakes, excepting only the very largest, and extends nearly north from its head to its mouth at Saginaw Bay, having a total length of about eighteen miles. The streams which unite to form the Saginaw, taken together, give over 1,500 miles of river navigation, valuable for the floatage of logs, timber and lumber, all joining to form the Saginaw. These streams drain an area of over 6,000 square miles, an area greater than Connecticut and Rhode Island, which territory contains a large quantity of excellent pine, ash, elm, hemlock, oak and other valuable timbered lands, and as an agricultural region, though but partially developed, is not excelled by any.



There are upon the Saginaw river one hundred and twenty-eight mills for lumber and shingles, which cut in 1873 over 600 million feet of lumber, and over 130 million of shingles, beside lath, pickets, etc. The Valley also produces a large quantity of round and square timber, staves, hoops, etc. Salt was first manufactured in the Saginaw Valley at East Saginaw in 1860, since which time the manufacture has extended up and down the river, and has increased so that in 1873 the product of the Valley was 823,346 barrels of salt of 280 lbs. each. The value of the production of the forest products of the Valley in 1873, as shown by Headley's carefully prepared annual statement of the business, was \$22,310,468.00, and of Saginaw and Bay Counties alone in 1873, \$14,374,000.00.

About fifteen miles above the mouth of the Saginaw river, upon the west bank, is located the City of Saginaw, and upon the east bank the CITY OF EAST SAGINAW. East Saginaw is the largest city in the Valley, and is its *commercial centre*, and being located exactly opposite the City of Saginaw and Village of Florence, and connected with them by three bridges, besides a railroad bridge, the interests, welfare and prosperity of the municipalities are considered as substantially identical. Taken together as one city, they would make the second city in the State, having a population, as shown by census of 1874, (now completed) of about 28,000 within a territory not to exceed four and one half miles square.

East Saginaw has ample railroad facilities. The Flint & Pere Marquette Railway, the construction of which was commenced at this place, and which has its general offices, car shops, &c., here, extends southerly 140 miles to Toledo, and northwesterly 140 miles to Lake Michigan, being completed and in operation 215 miles from Monroe to Reed City, where it intersects the Grand Rapids & Indiana Railroad, and by that line reaches the Traverse Bay region, and by steamboat connections, Mackinaw and other points.

The Jackson, Lansing & Saginaw Railroad, under the auspices of the Michigan Central, extends from the west bank of the Saginaw river, opposite East Saginaw, through Owosso and Lansing to Jackson, connecting there with the main line of the Michigan Central and other roads, and northerly 125 miles to the north end of Otsego Lake, and will shortly be completed to Mackinaw. The Saginaw Valley & St. Louis Road, extending westerly 33 miles to the celebrated magnetic springs of St. Louis, in Gratiot County, and the East Saginaw & St. Clair Road, which has been graded to Vassar, and will soon be constructed to St. Clair river, will give rail transportation in every direction, in addition to the commercial advantages of the river and lake. The railroads opened to the north and northwest bring at least ten counties tributary to this commercial centre, which, until these roads were opened, were comparatively inaccessible.

East Saginaw has a frontage on the river of about four and one half miles, a large portion of which is docked and used for various manufacturing and commercial purposes. It covers an area of 3,904 82-100 acres, according to government survey.

The census taken the present year, (now completed,) shows a population of about 17,080. The assessed valuation of its property for 1874 is 3,269,240.00, which is only about one fourth of the actual value of the property in the city, as shown by tests of actual sales. The city has expended a large amount for public improvements, which gives a permanence to values.

It has over 12,000 feet of brick sewer, ranging from 24 to 60 inches in diameter, and 11,700 feet of stone pipe sewer 12 to 18 inches in diameter, making about  $4\frac{3}{4}$  miles of substantial, permanent sewers, with about one hundred receiving basins and man-holes, a large number of branches and connections, the total cost of which, to March 1st, last, was \$146,256.27. It has adopted and erected Holly water works, comprising a large and complete set of machinery in a brick building, with over

17 miles of iron pipe laid in ground, with hydrants, connections, etc., which cost to January last \$313,163.83. It has seven brick school houses and four frame school houses, located in different parts of the city, which, with the furniture, have cost \$189,200.00, furnishing school sittings for over 3,000 pupils. It has a steam fire engine and other property connected with the fire department of the value of over \$41,000.00. It has, in addition, sundry other property, which, with that enumerated above, amounts to a total of over \$750,000.00, without counting any of the improvements in the way of grading and paving streets. The bonded debt of the city for all purposes, except water bonds, is \$329,193.62, from which should be deducted about \$48,000.00, of sewer bonds, which are a special lien upon property adjacent to the sewers constructed, and are not a general charge upon the city. Of the amount above mentioned bonded indebtedness, \$115,000.00 accrued in aiding public improvements, such as plank roads, &c., outside the city limits.

The progress of the city is not of an ephemeral character. Its growth is honest and its future is not problematical. When at some future time the two Saginaws shall be united under one municipal Government, it will be the second and perhaps the first commercial city of the state.

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## OUR UNDEVELOPED RESOURCES.

The vast amount of capital which has been heretofore employed in the manufacture of lumber in the Saginaw Valley has almost precluded the investment of the necessary amount to establish on a firm basis any other manufacturing interest. Attention however, has been frequently called through the press, to our exceptionably good opportunities for the manufacture of many of the necessary articles of trade, any one of which has at other points proved not only lucrative to those engaged in manufacturing, but has increased the population and material wealth of the locality favored by their presence. There can be no doubt as to the great advantages accruing to any city

from the establishment of factories. The importance of a city is estimated by the number of smoke stacks, the number of people employed in producing, rather than consuming, and the amount of money invested in such production of marketable material. While we do not imagine that the manufacture of our great staples—salt and lumber—will for many years to come be overshadowed by any other industry, we are sure that the future of our cities on the Saginaw River may be rendered more prosperous, their wealth much greater, and their importance second to none in our State, by a judicious investment in manufactories. Our natural advantages are such that whatever is produced here may be shipped by water during the season of navigation to any point of commercial importance, while our lines of railway permeate the country, forming an intricate network of shipping facilities, perhaps not fully appreciated as yet by the public. There is a large amount of lumber manufactured here which from necessity is not particularly valuable for shipping in the rough, and when disposed of here brings only a small percentage of its real value. This lumber may be utilized most effectually by establishing factories for the manufacture of the smaller products of industry in woods. The experiment which has been tried in Saginaw City, in the manufacture of barrels, has proved abundantly successful. The history and success of this enterprise is fully explained in another place in this pamphlet. Without then, saying more on that particular point, we wish to call attention to the facilities offered here for the manufacture of pails and tubs. This industry has been also successfully introduced in other localities, localities less favored than is ours. The manufacture of wagons, and of agricultural implements may be successfully carried on here. The rapidly developing agricultural country with which we are surrounded would afford a constantly increasing market for our wares, while any over-stock manufactured could be easily, rapidly and cheaply shipped to other points. The same is true of wooden pipe for water purposes. Additional sash, door, blind, shingle and planing mills

are needed, and will prove permanent and remunerative investments. The labor in the manufacture of the articles briefly enumerated above, would give employment to very large numbers of persons who do not possess any particular skill in any given department of industry, as well as to a comparatively large number of skilled artizans. Another department of labor connected with the utilization of our native woods may be mentioned in connection with the manufacture of veneers.

Not many years since fancy veneers of rosewood, mahogany, and other foreign lumber, were exceedingly popular for many uses for which they are now obsolete, and their places are occupied by our native hard woods, which, since the arbitrary rule of fashion permits their employment are fully as beautiful, and for many purposes far better.

The introduction of our native hard woods for the numerous purposes to which they are adapted, in the manufacture of furniture, cars, picture frames, mouldings, and in finishing houses, offices, stores, banks, ships, steamers, &c., has created a great demand for this lumber, to supply which large establishments employing a large amount of capital, and calling forth the energies of many of our most active business men, have arisen, and grown to very large proportions.

For this purpose, maple, walnut, cherry, black and white ash, oak, butternut, poplar, etc., may be utilized, and an abundance of many of these woods may be found in this locality. There are many other branches of industry connected with the use of wood which need not here be enumerated. Our object will have been accomplished in this particular when attention has been called to the subject in this way. We are confident that upon a proper showing being made of this subject, foreign capital can be induced to seek investment with us and that upon such investments being made, all other things being equal, that good returns can be secured.

#### SHIP BUILDING.

Attention has in another place been called to the Ship Yards of our cities, under the head of "Manufactures." Still, boat

building may be considered as one of our "Undeveloped Resources." It has been fully demonstrated at the Ship Yards here, that boats may be built here advantageously to the owner and to the builder. In fact the navigability of our waters, the supply of timber and the quality of our oak is equal to the best; the supply of labor and the experience of the past all point to the Saginaw River as a place eminently fitted for this industry, and this locality is rapidly becoming famous for its ship building interests. Some of the finest, largest and best boats floating on the lakes have been launched upon the Saginaw, and in the future we predict a still greater increase in this industry.

#### BLAST FURNACES.

With the completion, this season, of the Flint & Pere Marquette Railway to the shore of Lake Michigan, at Ludington, there will undoubtedly be a line of steamers established between Ludington and Escanaba, as well as Manitowac. This will be done mainly with a view of securing the traffic in iron ores. The legislature of Michigan has provided, by donating public lands, for the building of a railway from the Straits of Mackinaw to Marquette, Lake Superior. This road will connect at the Straits with the Jackson, Lansing & Saginaw Road, and will be another direct route for the transportation of iron ores. In addition to these two routes we have unsurpassed facilities for transportation by water. The country surrounding us and along the lines of the Flint & Pere Marquette and Jackson, Lansing & Saginaw Railways, possess an almost inexhaustable supply of material for the manufacture of charcoal. In older localities, where blast furnaces are already established, the supply of hard wood is so rapidly being diminished that the cost of the manufacture of iron is greatly enhanced. This for many years could not be the case with us. When it is remembered that it is not alone upon the banks of the Saginaw, nor along the lines of the railways that our supply of timber exists, but that a large part of one half of the Lower Peninsula is drained by the streams and rivers which are tributary to the Saginaw,

and that upon these banks vast quantities of the best hard woods are produced—then some idea may be formed of our resources for the manufacture of charcoal, and in turn for the manufacture of iron and the building up of an important and wealthy manufacturing city. With three competing routes of transportation, ores may be delivered upon the banks of the Saginaw River at less rates than they can be shipped to any other point in the Lower Peninsula. Several Blast Furnaces are in successful operation on the Chicago and Northwestern Railway, one of which is at De Pere, Wisconsin, which utilize the waste material which accumulates around saw mills, by making charcoal, using about one third slabs and the balance of hard wood. If this can be done in Wisconsin, there seems to be no good reason why it may not also be done here. In fact, M. R. Hunt, Esq., General Manager of the Furnace at De Pere, Wisconsin, confidently expressed his opinion to the publisher of this pamphlet, that such an enterprise here would be not only successful at the start, but would eventually pay large profits to its projectors. He claims that the quality of iron manufactured by the use of this charcoal is marketable, and that the cost of production is so much reduced, that while other furnaces have at times been compelled to blow out, his has been able to keep in blast, and that from the very first it has been a success. The establishment of such furnaces is a topic which has, from time to time, been discussed here, and it is not necessary to dilate upon the advantages to be derived from such industries. The employment of a large number of men, and the investment of capital as largely as would be necessary to carry on such works, would add greatly to our importance as manufacturing cities. It is estimated by one of our most prominent and practical lumbermen and capitalists, J. E. SHAW, Esq., that if the system adopted at De Pere, Wis., can be carried out here, that in ten years the Saginaw River would have upon its banks from ten to fifteen Furnaces in blast. Any community dependent upon a single industry is liable to suffer extremely when a stagnation occurs in that industry. This has

been frequently illustrated in the copper and iron districts of this State. Here in Saginaw, the tendency has been to confine the investment of capital to the lumber interest almost exclusively. Time and experience however have demonstrated the feasibility of uniting the lumber and salt interests. By adding to our production of salt and lumber, the manufacture of the several articles enumerated above, and also the establishment of Blast Furnaces, the difficulties experienced by localities in which only one staple product is manufactured would be obviated, for when salt or lumber is "dull" and "flat" here, agricultural implements or iron, would be "brisk," etc. The farmer who devotes his broad acres to the sole cultivation of wheat may regret his course, for the rust or weevil may ruin his crop, but if the farmer, on the other hand, devotes a portion of his lands to wheat, another to corn, another to grazing, etc., etc., while wheat may not pay, corn and grass may be productive, and the general average one year with another will give him fair profits for his labor and capital. So with manufactures. There is to day in the State of Michigan a location where iron is almost the only manufacture in which capital is invested, and if at any time, for reasons sufficiently strong, the rolling mills at Wyandotte are closed, great want and suffering among the people will be the result. Unite with the manufacture of iron, that of lumber and kindred pursuits, and such a result would be less liable to occur. The future of the Saginaws, in the opinion of the writer, depends not so much upon the amount of work accomplished by our mills, but upon the development of the resources, in a judicious and business like way, with which the Almighty has provided us.

#### CHEMICALS.

The chemical analysis of the Saginaw salt brines, show a percentage of Chloride of Calcium, Chloride of Magnesium, and Bromide of Magnesium.

*Bromine.*—Bromine can be separated from the Magnesia, with which it is combined, and is now very extensively used in



the arts and in pharmacy, as a basis for a large number of Bromine Salts, such as Bromide of Ammonium, Bromide of Cadmium, Bromide of Iron and Bromide of Silver, much used in Photography. Bromide of Calcium and Bromide of Potassa, have become very valuable medicinal remedies—over 130,000 lbs Bromine are produced in the United States, from the preparation of the above salts.

Bromine itself, is a very valuable dis-infectant, and is largely used in the army hospitals in the treatment of gangrene, etc.

*Chloride of Calcium* has a value in its use for the manufacture of artificial stone.

The Ransom artificial stone is made by mixing in a mill, certain proportions of silicate of soda, sand and lime, as thus prepared it has about the consistency of putty, and can be pressed into moulds—from these moulds it is put into a bath of Chloride of Calcium—the Silicate of Soda is decomposed, and Silicate of Lime formed, which is the cementing power of all artificial stone. The stone after being washed to get rid of the salt is dried, and will stand the greatest extremes of heat and cold.

*Chloride of Magnesium*, found in the bitter water, can be used for the preparation of Hydrate of Magnesia, Carbonate of Magnesia, and other Magnesian Salts. The Magnesia being precipitated by adding a solution of Caustic Lime. Chloride of Magnesium is also the basis of Sorrel's celebrated Magnesia-Cement, being a combination of Calcined Magnesia and Chloride of Magnesium.

The Chloride of Calcium and Magnesium are contained in the bitter waters, and are generally deposited as a double salt. It is well known that a mixture of sand, magnesia and this bitter water, a refuse of the salt works, will form a strong mortar, which soon hardens, and when moulded in blocks makes a good artificial stone.

*Artificial Stone.*—The manufacture of artificial stone of the best quality, could be started with the most flattering result

from the bitter waters of our salt works; we have sand of the best quality, and only want some enterprising firm to take hold of the matter to start an important industry in this locality.

*Soda and Soda Salts.*—Bi-Carbonate of Soda, Carbonate of Soda, (washing soda,) Caustic Soda, are all made from salt. Recent improvements in the manufacture of Soda by the direct decomposition of salt, has been made, and DR. S. S. GARRIGUES, State Salt Inspector, will be happy to give any information upon all points connected with its manufacture, and any other of the above mentioned subjects.

#### PLANING MILLS.

The serious consideration of the subject of the future of the Saginaw lumber trade naturally leads to the preparation by machinery and otherwise, of the raw material, as turned out by our saw mills. Of course lumber must be seasoned before it can be used; time and natural effects will accomplish this, or it may be hastened by kilns or other artificial means. After it is dried, the next thing to be done is to reduce it to the proper shape for use. All the finer, and a large proportion of the common sorts, must be planed, whether for furniture, building, packing boxes, &c., it must be equalized in width and otherwise, as well as smoothed. The Planing Mills do the bulk of this necessary labor. It is evident that if they are located at the point of manufacture, that the debris and waste incident to their operation, is removed before any expense of transportation is added, and at the same time the shavings and trimmings are exactly where they are wanted to be utilized as fuel in the manufacture of salt, our other great staple. In this connection, it is not so much our intention to give a description of the Planing Mills in our city, as to call attention to the existing necessity for the adoption more generally of the system of preparing lumber for use and market, previous to shipping. It is as above stated, that the shipment of rough lumber involves the transportation of a large percentage of waste material—also lumber partly dried, as it is usually shipped, contains a large amount of moisture, in fact dry, dressed lumber, does not

weigh half so much as rough green, as any one can illustrate by a slight experiment. The bulk is also reduced about 20 per cent., for the rough boards green will measure together a foot or twelve inches in thickness, while the same boards dry and dressed for use, will require thirteen to measure a foot—so the bulk is reduced as ten to thirteen, and the weight as one to two. In this connection, perhaps, the following article, published a short time since, may be as pertinent to the case as any thing we can offer. It is from the pen of A. H. MERSHON, Inspector General of Lumber, and first appeared in the *Daily Courier*, of East Saginaw, a few days since :

“The dull state of the lumber market, slow sale, low prices, slight demand, causes the anxious manufacturer to ask what is the matter? Why will not our old customers buy now, while prices are low and freights are lower than in many years? Money is easy, both East and West, an extraordinary good crop in prospect, all kinds of produce bring a good price and as much lumber wanted as ever. In the face of all these favorable circumstances but few sales are made, and those few at prices so low that the terms are private or on long time payment. Now what is the matter? And (what is more to the point,) what is the remedy?

Did it ever occur to you that there is a great deal of unnecessary expense put upon lumber, as we have been accustomed to handle it between the manufacturer and the consumer? Is it not apparent that if this unnecessary expense were avoided the manufacturers could realize more and the consumer still pay less than he now does? The consumers are, as far as we are concerned, the retail lumber yard men and the large builders, but we hardly recognize them in our trade. We have only sought to sell by the cargo or the million to the large city and lake-port yards. They in turn sorted and sold to the retail and country yards, and these last to the builders. Somebody must pay the yard rent, the dock rent, the sorting and piling (20 to 30 feet high,) the office, and a host of other incidental expenses that do not add one cent to the actual value of

the lumber. What can't be added to the price and got out of the consumer must be subtracted from the price paid the producer by this horde of middle men who have made fortunes out of simply handling our lumber. Heretofore the consumer has paid his share and I think the manufacturers begin to realize that they have paid theirs, and unless they change their tactics they will, from this time on, pay the whole of it. The consumers have found out that there are railroads to Saginaw and beyond. They have heard that lumber is cheaper than it was. One comes to Saginaw and tells us what he wants—perhaps a car load of “two by four,” a car load of stock boards, one or two of selects or finishing lumber, a few uppers and a load of flooring, some siding and fencing. We impatiently listen and say we can't bother with his order. We have a cargo or two of log run, or common and culls, or bill stuff, but as for selling in such dribblets as a half dozen car loads, we can't bother with it; all is piled together and we can't pick it out for you. The country gentleman from Ohio thinks he has come to the wrong place, and goes up the road to the little one-horse affairs, as we contemptuously call them, and finds just what he wants—buys it, pays for it and goes home. In a few days it arrives by rail, without transfer, and is unloaded already sorted, directly in his yard, and he finds that he has saved several dollars per thousand, and the only expense he regrets is the cost of spending a day or two in Saginaw. Flint realized the position several years ago. We used to sneer at the slow, old foggy town that painfully dragged her lumber over the plank road to Saginaw to ship it by water, and traded off her coarse stuff in the winter to the farmers who had the grain, hay or pork to pay for it with. Now Flint is a thriving, busy city, and you all know what has made it. Every saw mill has an assorted lumber yard, and planing mills enough to work all that is required to be worked. Flint even buys rough lumber north and west of us to handle, sort and dress. She can sell more than she can make. Our railroad connections now are such that we can reach almost every section of country. We have

the advantage of being the largest lumber manufacturing point in the world, and we would never know what hard times are if we worked the manufacturing business down to a fine point—do the work and sorting here, so that we can sell a customer just what he wants without compelling him to take a great surplus that he *don't* want. There is a demand for all we make, one class wanting coarse, another fair and another the medium grades; one section of country wanting fencing, another perhaps grows its own fencing, but wants flooring. All these sorts should be separated and when wanted sell them separately. Some cities want coarse boards for packing boxes; others high grade lumber for fine buildings. Dry and dress it, do it here before it starts, save freight, and keep the fuel at home to make salt. This is perhaps the last year that there will be a full stock of logs. Our fuel will become more and more valuable, and we will need every superfluous shaving. A few of our most sagacious manufacturers are acting now upon this idea. JESSE HOYT is handling all his lumber in this way, about one million per month goes from his planing mill. WRIGHT, TIPTON & CO., JNO. MCGRAW & CO., BROOKS & ADAMS, C. MERRICK & CO., and several others are now doing a prosperous business. Trade is not dull because we *can't*, but because we *won't* sell. I venture to say that if a dozen or two manufacturers would now pool in two or three millions each of the lumber that is encumbering their docks, they could establish the largest lumber yard in the world, and would take the lead and keep it.

What we want for the good of the trade and the good of the valley, is more labor put upon the lumber right here at home, increase our population by giving more men work, and increasing the value of our production instead of the amount of feet. The argument that water freights are cheaper than rail "won't wash." You can't reach the consumer by water, and rough lumber as usually shipped by water weighs two tons per M, while dry and dressed it weighs *one*, and the different transfers are saved and the lake port charges and profits. Rail freight is the cheapest. Sort your lumber, sell your customers what they

want, and you can get your price and your pay; almost any one can buy a few car loads if he can get such as he wants. Sub-divide your common lumber, sell the coarse low and get its value for the finer grades."

Of one thing we are fully convinced, and that is that no locality in the great Peninsular State, a State supplied with iron, copper and coal, with forests and silver and lumber and salt, and the best farming lands in the great North West, we say no locality in the State is so admirably adapted for successful manufacture as are the Saginaws. We possess all natural advantages, united with all artificial means which are necessary for rapid, cheap and sure transportation. We are but at the commencement of our prosperity, and we urge capitalists to look at our capabilities before going farther or stopping short of us.

#### OUR FARMING INTERESTS.

As late as 1860 the general impression in regard to the Saginaw Valley, shared in by many prominent residents as well as by a large majority of those outsiders, who happened to know from observation or experience any thing concerning this new region of country, was that while its timber was unquestionably valuable—at that date this resource was not estimated at one tenth of its actual value—by reason of its interminable swamps and marshes, the sterility that ordinarily attaches to land in pine districts—known at that time to the casual observer as "pine barrens"—the liability to frosts, the lack of drainage and the unusual obstacles to be met with in clearing the forests and making the soil available for cultivation, it could by no possibility ever become even a moderately productive farming district. There were grave doubts at that time in the minds of many fair-minded, excellent citizens, gentlemen thoroughly identified with the interests of the Valley, whether Gratiot county, which has become already as it were a garden, and Tuscola county, many portions of which are to-day as rich and

productive as the best agricultural districts in the west, were not too frosty and unreliable as to climate to warrant the broad extent of farming improvements that had already been vigorously inaugurated in these counties, and concerning "the shore," the counties of Bay, Midland and Isabella, there was by no means "faith like unto a grain of mustard seed" in this direction.

This doubt, and the persistent misrepresentation in regard to Saginaw Valley, as a land of swamps, frosts and sterility, made previous to 1860, has seemed to keep the farming interest, never too prone to prosper in a lumber country, far behind what it should be at this time, and the loss in accumulations by reason of this delay may be counted by millions of dollars, but with all this slow progress, these facts have been fairly and firmly "fixed." The last four years has shown more actual "business" in the way of making farms, than all the previous years from 1850 to 1870, and at the same ratio the value of actual product of the Valley, from all sources, by means of the addition from this specialty, will be doubled within the next five years.

The soil throughout all that range of counties drained by Saginaw river and its tributaries, is as a rule excellent for farming purposes, and among some of the pine tracts, as is the case on the Cass, the Flint, the Tittabawassee, Chippewa and other streams, is found some of the most productive lands in the district.

As lands are cleared and opened to the light and heat of the sun, they improve every year, and in the broader clearings untimely frosts are so marked an exception to the general rule, that there is no further fear of that dread "bug-bear."

The certainty of an eager market for all classes of products is an inducement that encourages those already in the business to work all available territory, and for farmers from abroad seeking a favorable point to commence business in this line, to locate where no difficulties in the way of transportation or

slack demand are liable to prevent a regularly remunerative return with each recurring year.

As showing the rate of progress for ten years, we give the following comparative statement in regard to Saginaw County.

1860.

Acres improved land, .....	18,048
Value of crops, .....	\$165,380

1870.

Acres improved, .....	33,385
Value of crops, .....	\$690,382

The increase in acres of improved land, and in the value of crops since 1870, has been at least 100 per cent., and when we consider that the land rated as improved in 1860, was in many instances only slashed, as the product shows, the ratio is certainly sufficiently encouraging. The value of the dairy product and increase in horses, cattle and other stock, is not given in this statement. A fair estimate therefore, of the entire prospective farm product of Saginaw county for 1874, is not less than \$2,000,000. We give further, the following statement in regard to the other Valley counties, as shown by the census of 1870, premising with the explanation that in 1860 there was no farm improvements to speak of in Alpena, Alcona, Iosco or Cheboygan, and but few in other counties save Gratiot and Tuscola, whereof we have no data.

	Acres improved.	Value product.
Bay, .....	7,645	\$181,406
Alpena, .....	502	12,758
Alcona, .....	319	7,245
Gratiot, .....	46,879	782,911
Iosco, .....	647	10,203
Midland, .....	5,252	123,205
Cheboygan, .....	1,423	37,714
Tuscola, .....	48,400	833,920
Isabella, .....	15,077	265,050



It requires little demonstration of this character to show that this is no ephemeral section. • Agriculture, the great and enduring interest of all, save the mining portions of our State, is ours to be wrought out to the extent of a leading business, as soon as its importance shall be fully and rightly considered. Our saline deposits are a permanent resource, incalculable and inexhaustable, Timber is the capital wherewith these will be developed, and the accumulations of all secured, but, as any thinking man seems now to understand, the chief matter of care and solicitude, and that which is by common consent being pushed most earnestly throughout the whole Valley, is the farming interest.

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### OUR SALT INTEREST.

Salt possesses a peculiar interest from its being one of the usual and necessary constituents of food, whilst the enormous consumption in the arts, and the variety of purposes to which it is applied in manufacturing operations, invests its history with an importance second to none. It is in consequence of this great demand in the economy of human life, that constant exertions are being made, both by public and private enterprise, to devise new sources for its production, either as a rock salt or in the form of salt brine. However chemists and geologists may differ in regard to the methods by which Chloride of Sodium has accumulated in the course of time within the waters of the ocean, there is at present but little dissent from the opinion that the ocean has at all times been charged with salt, and that the saline residues of the oceanic water of former geological periods, together with those of the present day, furnish us with our natural sources of supply. The leading sources of supply for the manufacture of salt are three in number. Rock Salt, Brine and Sea Water.

The indications of a deposit of Rock Salt underlying a large portion of the Saginaw Valley, and from which we derive our present supply of brine, indirectly are very strong, and an

exertion to reach this Salt Rock should be the aim of our manufacturers.

The second source of salt brines are either natural or artificial, that is, they are either natural solutions of saline deposits or they are made artificial by dissolving rock salt. In regard to natural brines we are quite frequently ignorant of the exact location, the extent and nature of the saline mass from which they originate, while in the case of artificial brines, we are familiar at least to some extent, with the nature of the source from which our supply is drawn.

Brines differ in strength and in composition, scarcely two of them being alike. In strength they vary from three to twenty-six per cent. of saline matter, though weak brines are frequently strengthened for manufacturing purposes by adding rock salt.

Saline springs are scattered all over the United States. Foremost among them are the brines of New York, (Onondaga,) south eastern Ohio, (Pomeroy,) Western Virginia, (Kanawha,) Michigan, (Saginaw Valley,) Pennsylvania, and of late Nebraska and Kansas.

*Sea Water.*—The water of the ocean is a weak brine, it contains from three to four per cent. of saline matter. It represents the main source of supply for the manufacture of salt in France, Portugal, Spain, Italy, the West Indies, and Central and South America. In the United States it has been turned to advantage to a very limited extent. Three hundred thousand bushels, cover in all probability, our present production from sea water.

Having thus given the leading sources of the production of salt, we will now come to the manufacture of salt in the Saginaw Valley:

#### HISTORICAL AND GEOLOGICAL.

The first satisfactory evidence of the existence of saline water within the limits of our State, of a strength sufficient to render their manufacture profitable, was obtained by DR. HOUGHTON previous to 1840, while prosecuting the geological survey of the State, which was undertaken at that early period

and which has aided so largely in unfolding and developing the natural resources of our wealth.

Although public attention was at that time directed to our salt springs, and practical investigations relating to their development was for a time vigorously prosecuted, these experiments failed of complete success, and the subsequent death of DR. HOUGHTON, by depriving the State of one on whom it had relied to give intelligent direction to these enterprises, discouraged in a measure their further prosecution.

Guided however by the information thus furnished, other investigators took up the matter, and on a thorough examination of the subject became so fully satisfied of the existence of rich saline waters in our State, that they at once determined to extend their experimental researches still further, and soon demonstrated in the most satisfactory manner the entire correctness of the theory advanced.

Saginaw Valley has the honor of having practically proved the wisdom of our first State Geologist in regard to the saline resources of the State, and demonstrated in a few short years, to an extent hardly to be credited, their unlimited supply, as well as their exceedingly profitable and beneficial nature.

The Michigan Salt Group, and the contiguous sandstones above and below, particularly the Napoleon Sandstone, have thus far proved to be the principal sources or depositories of the brines discovered. These have proved extremely rich, even more so than the most sanguine anticipated.

The entire extent of country over which they may be found sufficiently productive to repay the cost of manufacture, is in a measure undetermined. And it is to be regretted that we have not availed ourselves of the provisions made by the State Legislature some years since to determine this fact by collecting the records of the different borings throughout the State. It is to be hoped this information may yet be collected.

Encouraged by the information furnished by the Geological Surveys, boring in several localities have been extended to another group of rocks, much older and lower than the pre-

ceding, viz: the Onondaga Salt Group—the representative in this State of the group so-called in New York—and though their productiveness is not yet perhaps satisfactorily established, sufficient encouragement has been received to afford reasonable hopes that these rocks may yet yield a supply of salt water sufficient to render them a source of profit, thus adding immensely to the saline wealth of the State.

In regard to those portions of the State which shall prove productive in rich brines, much remains for future exploration to develop. This much, however may be expected and will doubtless prove correct, that those portions of this group of rocks which show the greatest depression below the level of the lakes, will be found to possess saline waters of the greatest density and strength, the natural tendency of the heaviest brines being to gravitate towards the lowest portion of the basin. So far as actual experiment has thrown any light on the subject, it has furnished grounds for belief that the region along and in the vicinity of the Saginaw Valley is over the point where the greatest depression exists in these rocks, a depth being attained in some places of nearly or quite one thousand feet below the level of the lakes before passing through those rocks belonging or adjacent to the Michigan Salt Group, which furnish the brines from which our salt is manufactured. In accordance with this theory, we find the brines of the Saginaw Valley possessing a greater specific gravity than those which have been found in any other portion of the State. In no instance where these wells have been carried to a sufficient depth, have they failed in yielding rich and productive brines.

The quantity of the brine in the Saginaw Valley seems from the tests applied, to be unlimited. Every new well finds an abundant supply. The change brings with it no diminution. Excessive pumping will lessen the strength only temporarily, the brine at once regaining the prime standard when the excessive drain is checked. As to its strength qualities and peculiarities, we can in no way give a better idea than by quoting

from the report of a committee from the New York Legislature, who visited Saginaw in 1868, for the purpose of examining our newly developed saline resources. This committee truly says, on pages 21st and 22d of report: "It is only by chemical analysis that the value of brine can be determined. All the brines used in the manufacture of salt this side of the Mississippi river, with one exception, are loaded with impurities which must be removed, or the salt is valueless. All brines are perfectly clear and apparently pure when drawn from the wells, but by exposure to the atmosphere some impurities are precipitated, and in the process of manufacture others are developed and may with care be removed."

Experience proves that the best quality of salt can be made from Michigan brines, and that a great preponderance of the Saginaw salt sold in the market is as pure, as efficient and as antiseptic as any mined or manufactured elsewhere, either in our own or foreign countries.

Care in the process of manufacture greatly enhances the preservative qualities of salt in every instance, and as by the rigid exercise of such care the Onondaga Company was enabled to dispel the illusion in regard to the superiority of foreign salt; so have a majority of the Saginaw manufacturers been able to produce an article which has stood the test of the most thorough experiment and investigation.

There are two modes of manufacture. One is to evaporate the brine by artificial heat, the other to evaporate it by the heat of the sun.

Solar Salt at Saginaw, as at Onondaga, is made by evaporating the brine in shallow wooden vats, which make the salt much purer and cleaner than that made in vats dug in the ground. A salt cover is 18x18 feet square, with an annual product of 50 bushels. The solar process is a very simple one. Late in the month of March the water which has remained in the vats during the winter is withdrawn, and every thing cleaned and put in order. The vats are kept full during the winter to preserve them from the action of the frost, while the

drippings prevent the ground from freezing so hard as to force the supporting posts out of position. As soon as the sun begins to have sufficient power, the saline water is poured into the innumerable wooden vats from the reservoirs. Each vat is provided with a roof which may be moved backward and forward, on a trolley stage, so as to protect or expose the water as the weather may render desirable. The appearance of these endless acres of rows of wooden pent covers, gives to otherwise desolate marshes the semblance of a barrack field, and on approaching them one almost expects to hear the bugle call or the sentry challenge, instead of the sharp shriek of the engine whistle, sending the men to their dinner or recalling them to their labors, and the noise of the pumps are the only sounds that greet the ear.

The brine is required to remain in the vats from six weeks to two months to evaporate, according to the number of sunny days—when the salt is all deposited, drained and dried, it is at once packed in barrels for shipment. The salt works produce three crops of solar salt during the year, the middle crop being generally considered the most valuable. The salt is of exceeding coarseness in its granulation—still more so in the hot weather—by reason of its more rapid evaporation.

This coarseness gives it increased value. The first crop is gathered about the middle of July, the second in September, and the third the last of October. A small quantity, about one tenth of a crop, is gathered in November from the vats from which the crop was first removed. The pork and beef packers prize solar salt highly, as in consequence of its coarseness it prevents the meat from packing too closely, and permits a free circulation of the brine. It is also peculiarly adapted for salting hides and for other purposes of like nature.

For manufacturing salt by artificial heat there are several processes—one of which may be designated as the kettle process. A salt block, properly speaking, consists of fifty or sixty kettles, and the stone or brick work in which they are set. The kettles are set in two rows, over two arches reaching from

the mouth or furnace to the chimney. These arches are close together, merely a dividing wall separating them, and the kettles are set close together in each row. The arches in front are about three feet deep, the bottom gradually rising as they recede, so that under the back kettles the space is only about ten or twelve inches. Each block is housed under a building from 75 to 100 feet long, and about 20 feet high in the center, with sheds on each side, containing bins where the salt is thrown as fast as made. After remaining in these bins fourteen days, for complete drainage, it is packed in barrels for market.

When the works are in operation, an engine is kept running for the purpose of pumping brine—which although it rises to the surface in most wells when not drawn from, requires to be pumped a distance of from 100 to 150 feet.

The brine is carried in pump logs to the vats or cisterns, near by, flowing in through a spout over the top. From these vats another set of pump logs carries the brine into the block house, and along the top of the brick work between the two rows of kettles, from which a spout extends over each kettle. While the brine is heating, after the kettles are filled and before boiling commences, a scum rises and is removed. After a kettle of brine is boiled a short time, the crystals of salt commence forming on the top and fall to the bottom. When the quantity of brine is boiled down to about one half, the salt is dipped out with a long handled pan, and thrown into a basket which is placed over one side of the kettle for drainage. The bitter water is thus drained off, carrying with it the *Chloride of Calcium* and other impurities. This thorough drainage is considered the important point in this mode of manufacture.

#### STEAM SALT.

In the steam process, the brine is pumped into the outside settlers, where it is settled as in the kettle process, from here it is drawn into the inside or steam settlers, which are wooden cisterns from 100 to 200 feet long to eight feet wide and six feet high, strongly keyed together. The capacity of these settlers is about the quantity of brine that will supply four grainers.

The brine in the settlers is heated by three or four steam pipes of about four inches in diameter, passing entirely through them, all being controlled by gates to shut off the steam. After the brine has been through to complete saturation, it is allowed to rest for a few hours, so that some of the impurities can settle out, and in this condition is as clear as water coming from a crystal fount. At the proper time this purified brine is drawn into the grainers, they being filled to about two-thirds their capacity. The length of these grainers are from 100 to 120 feet, eight to ten feet wide and twelve to fifteen inches high. These are heated in the same way as the settlers, the steam being carried through by galvanized iron pipes, all of them being controlled by steam gates. As the purified brine comes into these grainers quite warm and fully saturated, it soon commences to make salt, which forms on the surface and falls to the bottom, when a new lot of crystals are formed to fall in the same way—thus the evaporation continues for twenty-four hours, or until enough of the brine is evaporated. During this time the hot brine is necessarily stirred so as to make the crystals fine. As soon as the brine is sufficiently evaporated, the boilers commence the lifting of salt, this is done by first washing the salt thoroughly in the brine that is left in the grainers, and taking it out with shovels, and throwing upon the draining boards, where it remains for a number of hours for drainage—a large draw completely fills these boards, and it is a beautiful sight to see the sparkling salt as it comes white and dripping from its mother brine. From the draw boards it is taken to the packing house, where it remains for fourteen days for complete drainage. It is then packed in barrels, weighed and marked, if of prime quality, with the inspectors brand.

#### PAN SALT.

A pan block is a building of a size to properly cover the settler, pan and packing rooms. The brine is either settled cold or hot, it being a great advantage to have the brine in a saturated condition before it is drawn into the pans. These pans are either set in double flues, running to stack, or are



made wider, and then the flues are built to return, the heat in this way being greatly economized. The heat being applied directly to the bottom of the pan, the evaporation is very rapid and the salt makes continually, and requires to be drawn out upon the draining boards constantly. This process has great economy, and when there is no exhaust steam it is the most practical process.

## STATISTICS.

Salt operations in the Saginaw Valley were commenced in the year 1859, at the instigation of DR. GEO. A. LATHROP, of East Saginaw. Through the influence of this gentleman, the East Saginaw Salt Manufacturing Company was organized in April, of that year, and commenced making salt in the May following. The following table shows the strength of the brine obtained from the first well at various depths:

At 90,	1 degree.
" 102,	2 "
" 211,	10 "
" 212,	14 "
" 487,	26 "
" 516,	40 "
" 531,	44 "
" 559,	60 "
" 569,	64 "
" 606,	86 "
" 636,	90 "

THE FOLLOWING TABLE SHOWS THE SALT BUSINESS OF EAST SAGINAW AND SAGINAW CITY,  
FOR THE YEAR 1873.

SALT WORKS AND LOCATION.		Salt Manufactured in 1873.	Salt on hand Jan- uary 1st, 1874.	Capital Invested.	No. of Blocks.	No. of Covers.	No. of Kettles.	No. of Grainers.	Men Employed.	No. of Wells.	Depth of Wells.	MODE OF MANUFACTURE.
EAST SAGINAW.												
East Saginaw Salt Manufacturing Company,.....	39,080	10,005	110,000	493	150	6	45	3	742	Kettle and solar evapo'n.		
Sears & Holland,.....	18,578	800	65,000	2	58	2	20	1	750	Steam and Pan.		
E. Briggs,.....	9,000	1,500	15,000	1	58	2	10	1	754	Oper'd by W. B. Stillman.		
Burnham & Still,.....	2,938	100	10,000	1	56	3	3	1	762	Steam.		
John F. Rust & Co.,.....	4,500	100	10,000	1	56	3	6	1	820	Steam.		
Bundy & Youmans,.....	12,150	500	15,000	1	58	58	10	1	820	Kettles.		
Eaton, Potter & Co.,.....	10,000	3,000	10,000	1	58	58	4	1	825	Kettles.		
H. W. Carter,.....	2,900	900	5,000	1	50	50	8	1	812	Kettles.		
Russell & Co.,.....	3,500	1,000	10,000	1	58	58	8	1	828	Kettles.		
Hendrickson Bros.,.....	4,000	1,000	10,000	1	58	58	8	1	828	Kettles.		
Champion, Brown & Co.,.....	5,190	1,300	4,000	1	58	58	8	1	828	Kettles.		
SAGINAW CITY.												
Wright & Wetherell,.....	14,181	2,800	20,500	1	58	4	5	1	741	Steam.		
C. T. Brenner,.....	6,000	2,800	13,000	2	58	2	7	1	770	Steam.		
Conrad Kull,.....	10,067	1,500	12,000	1	58	4	10	1	802	Kettles.		
Heather & Allison,.....	24,698	1,600	25,000	1	58	4	16	3	830	Not operated.		
Barnard & Binder,.....	16,800	2,800	20,000	2	56	5	16	3	830	Steam and Pan.		
Swift & Lockwood,.....	23,000	1,600	20,000	2	56	5	15	2	830	Steam and Kettles.		
Sturtevant, Green & Co.,.....	23,000	2,800	30,000	2	56	5	12	2	800	Burned August 13, 1873.		
A. B. Paine,.....	5,000	1,300	12,000	1	56	4	4	1	800	Burned August 13, 1873.		

The manufacture of salt was commenced at the Onondaga Salt Springs, New York, in 1797.

Salt made 1st year,.....	5,095 bbls.
“ “ 20th year, 1816, .....	69,733 “
“ “ 40th year, 1836, .....	382,572 “
“ “ 57th year 1853, .....	1,080,905 “
“ “ 77th year, 1873, .....	1,492,071 “

At Kanawha, Virginia, Salt was made as early as 1804.

Made, 1829,.....	130,000 bbls.
“ 1873,.....	1,000,000 “

The first salt was made in the Saginaw Valley under the superintendence of DR. H. C. POTTER, the present General Manager of the Flint & Pere Marquette Railway. The well was bored by SANFORD KEELER, ESQ, the present Assistant Superintendent of the same road. DR. POTTER, personally superintended the manufacture of the first 4000 barrels of salt at the old East Saginaw Salt Works. On July 4th, 1860, the pioneer salt blocks of the East Saginaw Company were opened for inspection, and they were thronged all day by people from the Saginaws and adjacent places. DENNIS and TOM REDMOND, who have always been identified with the salt interest here, were engaged as boilers on that day. The following table shows the salt product for that and succeeding years:

	Barrels.
1860.....	4,000
1861.....	125,000
1862.....	243,000
1863.....	466,356
1864.....	529,073
1865.....	477,200
1866.....	407,077
1867.....	474,721
1868.....	555,690
1869.....	596,873
1870.....	646,516
1871.....	755,015
1872.....	715,316
1873.....	810,495

From the annual reports of the State Inspector for the past five years, since State Inspection became a law, we give the following summary of salt inspected, the table including the product of Huron county, is not included in these tables:

## COMPARATIVE STATEMENT.

	1869.	1870.	1871.	1872.	1873.
Fine salt,.....	513,989	568,326	655,923	672,034	746,702
Packers, .....	12,918	17,869	14,677	11,110	23,671
Solar, .....	15,264	15,507	37,645	21,461	32,267
No. 2, .....	19,117	19,659	19,930	19,876	20,706
Refuse, .....	8,300	7,618	4,262	.....	.....
Total,.....	569,688	628,979	732,437	724,481	823,346

## QUALITY OF MICHIGAN SALT.

The results of the last year, so far as regards the quality of the salt produced, were especially gratifying to all concerned. The constant efforts of the State Inspector have been directed to securing the highest possible grade of excellence, and he has brought to the task skill and industry which, willingly seconded by the manufacturers, have raised the reputation of Saginaw salt in all the markets of the country. Very gratifying letters mentioning this matter have been received from various points.

As showing the esteem in which Saginaw salt is held, it may be incidentally stated that the State Salt Inspector has received from the managers of the exposition at Cincinnati, a very handsome silver medal and a diploma, awarded to exhibitors of Michigan salt at the exhibition—BURNHAM & STILL, who exhibited two barrels of fine steam salt; BUNDY & YOUNG, two barrels of fine kettle salt; T. JEROME & CO., two barrels of fine pan salt and two barrels of packers; THOMAS SAYLOR & CO., two barrels of solar salt. There were no exhibitors from Bay County from the fact that the time allowed from date of notice was not sufficient to give a general notice to manufacturers.

The fact that the prize was awarded to Michigan, from a locality heretofore supplied by the Ohio River and Onondago companies, is as great a compliment to our manufacturers as

could possibly have been paid. Saginaw salt attracted much attention at the exposition, and awakened considerable inquiry by letter and otherwise for our salt, which will, doubtless, in the future, find an extensive market in the South.

At the Union Fair held at Grand Rapids in 1872, and the State Fair held at the same place the following year, Saginaw salt from the works of JOHN F. DRIGGS, took the first premium in competition with Onondaga salt.

Fifty years of progress in the manufacture of salt in the Kanawha Valley, did not equal the progress made in four years in Saginaw Valley; and forty-two years of progress at the Onondaga Salt Springs, the leading salt producing locality in the United States since 1797, did not equal the progress made here in five years.

#### THE STATE SALT INSPECTION.

Has now been in operation five years, and so far has fully come up to the expectation of its originators. The demand for Michigan salt is steadily increasing, owing to its established character, and it now finds a ready market throughout the country. The salt inspection is conducted by the following officers.

HON. S. S. GARRIGUES, East Saginaw, State Salt Inspector.

#### DEPUTY INSPECTORS.

*1st. District*—East Saginaw, G. W. Hill,

*2d* " —South Saginaw, H. R. Clark.

*3d* " —Saginaw City, V. W. Paine,

*4th* " —Carrollton, James Hill.

*5th* " —Zilwaukee, John Haight.

*6th* " —Portsmouth and Bay City, W. J. McCormick.

*7th* " —Bay and Essexville, Castle Baker.

*8th* " —Salzburg, Wenona and Banks, W. R. Wands.

*9th* " —Caseville and Port Austin, J. D. Hill.

*10th* " —White Rock, John McMuldock.

*11th* " —Mt. Clemens, H. Taylor, Jr.

*12th* " —East Tawas, H. Tillmann.

## GRADES OF SALT.

The State Salt Inspector has established the following grades of salt.

*No. 1 Salt, Fine.*—In bbls of 280lbs, for general use and for all family purposes.

*Packers Salt.*—In bbls of 280lbs, suitable for packing and bulking meat and fish, one of the finest and best brands of salt. for such purposes on the market.

*Solar Salt.*—In bbls of 280lbs, when screened, branded "C Solar C," for coarse, and "F Solar F," for fine grades. The Solar salt is equal in all respects to New York Solar Salt.

*No. 2 Salt, Second Quality.*—All salt intended for No. 1, of any of the above grades, when for other causes it is condemned by the Inspector, is branded "Second Quality," and sold as such. This salt is good for salting stock, hay, hides, &c.

## DISTRIBUTION.

The distribution of Saginaw Salt, shipped during 1873, is as follows: Chicago, 325,000; Milwaukee, 125,000; Cleveland, 50,000; Toledo, 150,000; Michigan, 75,000; Sandusky, 25,000 barrels. The balance, (about 500,000 barrels,) going to various points.

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## EAST SAGINAW MILLS.

The very large number of saw mills along the banks of the the Saginaw and its several tributaries, and along the shores of Saginaw Bay, with the importance of the lumber interest in the Saginaw Valley constantly increasing, has heretofore made the publication of an annual Lumber Statement, by LEWIS & HEADLY, and last year by HEADLY & RICHARDSON, almost a necessity, for from its columns can be gleaned the only statistical record of the magnitude of the lumber business here, extant. In addition to this, the *Lumbermans Gazette*, published by HENRY S. DOW, at Bay City, is doing valuable work in properly calling attention to the lumber business.

Our object is not so much to present statistics as a book of reference for general use, but to so present our points as to meet the attention of a class of persons who, while familiar with the fact that there is a broad and productive Valley, known as the Saginaw, may in this way come to know enough of our products and facilities for business, etc., as to induce a location here and the investment of capital in our midst. Hence in as simple a manner as possible we state facts, and from them draw conclusions. One great difficulty experienced by one who is engaged in obtaining facts, relative to the early history of almost any locality, is the absolute lack of data, so far as historical records are concerned. From the oral statements of our oldest inhabitants—such men as CURTIS EMERSON, ESQ., and MR. HARVEY WILLIAMS,—have we obtained much valuable information. The lumber business of the Saginaw Valley had its birth in 1834, when HARVEY WILLIAMS, known to every one in the Saginaw Valley as “UNCLE HARVEY;” erected the first steam saw mill at the foot of what is now Mackinaw Street, Saginaw City, In 1835 a run of stone was added to the mill for grinding corn.

The first mill erected on the east side of the Saginaw River, was in the fall of 1836. At that time H. WILLIAMS & CO., assisted by MESSRS. MACKEY, OAKLEY & JENNISON, and NORMAN LITTLE, erected the first saw mill upon the banks of the Saginaw. It was located where the recently completed Gas Works now stand, and was finished in the spring of 1837. This mill was erected for these New York gentlemen, under the personal supervision of MR. HARVEY WILLIAMS, who at the ripe old age of eighty-two years, still remains here, highly esteemed and respected. The mill was engaged in the first years of its existence in cutting “long stuff,” for the Michigan Central Railroad, then but just commenced. After a precarious existence for ten years, the operations of the mill were suspended, and surrounded by three empty houses it stood a monument of shattered hopes. But its usefulness was not ended, under the influence of added capital and energy, of youth and determination, its

machinery was again put in motion. CURTIS EMERSON and JAMES ELDRIDGE, in the spring of 1846, ten years after its erection, purchased the mill and six acres of land adjoining, and at once began improvements upon it, having expended \$10,000 in placing new boilers and a new engine, etc., in it. It was given a capacity of three million of feet per season.

These gentlemen paid for the mill property and 175 acres in the heart of the present city of East Saginaw, the sum of \$6,000. At that time no slabs or saw-dust were used as fuel, but this refuse matter was hauled away from the mill at an expense of five dollars per day. The mill consumed seven cords of mixed wood in twelve hours, at a cost of two dollars per cord. The mill when purchased had three upright saws, and its capacity was on an average of 2500 feet to the saw.

The first cargo of clear lumber ever sent from the Saginaws, was shipped from this mill in 1847. It was consigned to C. P. WILLIAMS & Co., of Albany, N. Y. This lumber was made from calk pine, and sold at the mill for twelve dollars per thousand feet. The same lumber would to-day be worth forty dollars per thousand. The enlargement of the old mill and, this the first shipment to a foreign market of its products, was the birth of the lumber business here. When this cargo of clear lumber reached its destination, at Albany, its peculiar value attracted attention, and an immediate demand for Saginaw lumber was the result. This fact induced renewed exertion on the part of MESSRS. EMERSON & ELDRIDGE, and better facilities for transportation were projected. And in 1849, the first steamboat, known as the "Buena Vista," was built upon our river. The first cargo of lumber, being mixed qualities, ever shipped from the Saginaws, was transported on the "Julia Smith," a small schooner. She took to Detroit 65,000 feet in 1846.

In 1850, CHAS. W. GRANT and JESSE HOYT, built the second mill on the east side of the river. The next in succession was the mill known as the SEARS & HOLLAND mill, which was erected in 1855; both of these mills are in full working order.



At the time of the completion of the SEARS & HOLLAND mill, the flow of capital had commenced to reach the valley, and as early as 1855, there were 23 mills on the river, with an estimated capacity of 60,000,000 feet. In 1857 there were 61 mills in what is known as the Valley, with a cut of 108,000,000 feet. In the same territory there are to-day over 300 mills with a capacity of over one billion feet of annual production. As illustrating the increased production of lumber, we append the following comparative statement from and including 1863 to 1874, for the Saginaw River.

	Feet.
1863,.....	133,500,000
1864,.....	215,000,000
1865,.....	250,639,340
1866,.....	349,767,884
1867,.....	423,963,190
1868,.....	457,396,225
1869,.....	523,500,830
1870,.....	576,726,606
1871,.....	529,682,878
1872,.....	602,118,980
1873,.....	619,867,021

We present also a tabular statement of the East Saginaw mills for 1873, showing, among other things, the capital invested in this city in mill property, the amount of lumber, lath, shingles, etc., cut in that year. As will be seen by computing the amount of capital invested, there is \$748,000 in this city alone invested in saw mills, add to that the amount invested in shingle and planing mills and sash, door and blind factories, there is a grand total of over one million of dollars:

THE FOLLOWING TABLE SHOWS THE LUMBER BUSINESS OF THE CITY OF EAST SAGINAW  
FOR THE YEAR 1873.

MILLS IN EAST SAGINAW.										
Mulay Saws.	Circular Saws.	Gang Saws.	Capital Invested.	Capacity.	Lumber Cut, 1873.	Men Employed.	Pickets Cut, 1873.			
Jesse Hoyt.....	1	1	50,000	8,000,000	9,000,000	31	177,000			400,000
Owen & Brewer.....		1	70,000	12,000,000	11,000,000	35				
Tuttle & Pease.....	1	1	20,000	4,000,000	3,500,000	24				
East Saginaw Manufacturing Company.....		1	40,000	4,000,000	4,000,000	19				
Jesse Hoyt.....	1	1	30,000	4,000,000	2,200,000	20	82,000			500,000
Charles Lee.....	2	1	50,000	3,000,000	3,000,000	18				130,000
Warner & Eastman.....	1	1	80,000	13,000,000	6,100,000	62				1,324,450
Sears & Holland.....	1	1	60,000	15,000,000	11,413,567	65				1,100,000
E. Briggs.....		1	35,000	6,000,000	4,500,000	26				800,000
Lathrop, Insko & Co.....		1	50,000	8,000,000	5,000,000	30				
Thompson, Camp & Potter.....		1	90,000	12,000,000	7,236,000	40				1,600,000
Gebhart & Estabrook.....		1	40,000	10,500,000	10,000,000	70				
John F. Rust & Co.....	1	1	30,000	7,000,000	6,000,000	40				1,150,000
Bundy & Youmans.....		1	28,000	4,000,000	4,400,000	21				500,000
Burnham & Still.....		1	20,000	5,000,000	3,500,000	16				
Eaton, Potter & Co.....		1	20,000	4,000,000	3,000,000	30				
J. V. Russell, Agent.....		1	20,000	4,000,000	3,000,000	30				

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A MODEL MILL AND SALT WORKS—THE MILL AND SALT BLOCKS  
OF SEARS & HOLLAND.

*The Mill Building* proper, is a large and substantial frame structure, 146 feet in length and 50 feet in width, two stories in height, the lower story being 12 feet, and the upper 10 feet in the clear. On each side of the main structure there is built a story and one-half building, 18 feet in width and same length as main building, which makes the whole building 86 feet wide and 146 feet long.

*The Engine and Boiler House* is built of brick, with fire proof roof, and is of the following dimensions: 48 feet long, 30 feet wide, and height of ceiling 20 feet. Attached to this building is a brick chimney or flue 102 feet high from water table.

A portion of the rear end of the lower story of the mill is left open for wagons and carts to be driven under, and into which fall the saw dust, slabs, etc., which are hauled to the salt blocks and engine house, and the heading and staves which are taken to the cooper shop to be manufactured into salt barrels.

*Engines and Boilers.*—There are two engines of the following dimensions: one 20 inches in diameter and 32 inches in stroke, and the other being 18 inches in diameter and 20 inches stroke. These engines are fed by four horizontal boilers, each 18 feet long and 54 inches in diameter, with eight flues each. The boilers are made of the best charcoal hammered iron, and are 5-16 inch thick.

*Saws, Machinery, &c.*—Ascending to the upper story we find one large circular saw, 66 inches in diameter, with circular top saw attached, for sawing large logs, which make 675 revolutions per minute on 7 inch feed. One mulay saw and one gang of 40 saws, each 5½ feet in length, making 150 strokes per minute. There are also two patent edgers, two slab saws, two butting saws, one heading saw, one heading turner, one machine for making staves, and one for making lath. The logs are brought up on a log car from the boom at the south end of the mill,

(which boom has a capacity of about one million feet of logs,) and are then rolled from the car upon skidways, which lead to the circular saw. Here the log is placed upon the circular carriage and a slab taken from one side, the carriage then returns and the log is seized by a very ingenious invention called the log turner, (or "nigger" as it is sometimes termed,) and is instantly turned over, and run through and a slab taken from the opposite side. After being sided by the circular saw, the logs are run off upon another skidway furnished with rollers, upon this skidway the logs are doubled up, and four average sized logs are run through the gang at one time, after passing through the gang, the lumber is placed one-half on each side of the gang-carriage, upon rollers, and carried to the edging saws, where it is edged and then rolled upon the lumber car, which runs upon a tram-way to the lumber dock, where the lumber is assorted and piled ready for shipment. (Capacity of dock about three million.)

The slabs which are taken off by the circular saw are placed upon rollers and conveyed to the slab saw, which cuts them into proper lengths, a portion being used for lath, heading and staves, and the balance being thrown into shoots, which load the wagons below, and are then as before stated hauled to the salt works and engine house for fuel.

The heading and stave machines are of the most approved style, as are also the arrangements for manufacturing lath.

The average daily capacity of the mill is about 100 M feet of lumber, 16 M feet of lath, 6 M staves, and heading sufficient for about 350 barrels.

The mill employs 105 men and ten horses, and is under the direct superintendence of A. W. BACON, who probably has no superior as foreman in the Valley. The mill was rebuilt in 1867, and is valued at about \$150,000, including dock and mill property.

*Salt Blocks.*—There are two Salt Blocks, giving employment to twenty-six men and boys. The first or "Old Salt Block," is a steam block, the salt being made by the exhaust steam from

the saw mill, which is conveyed from the engine house of the mill to the salt block, through a long wooden conduit pipe of the Wyckoff patent; after entering the block the steam is distributed through the vats or grainers, by means of about twenty-four hundred feet of galvanized iron pipe. There are four vats, 8x80 feet, one 8x100 feet, and one 6x100 feet in size, connected with which are two settling reservoirs, each one hundred feet long and eight feet wide. These settling reservoirs are placed nearly in the center of the building, and the vats or grainers on the south side are sunk considerably below the others in order to facilitate the discharge of the exhaust steam.

This block was built in 1856, at a cost of about fifteen thousand dollars.

The brine is pumped from a well sunk to a depth of seven hundred and twenty-four feet, and is 90 per cent. in strength. The capacity of this block is about one hundred barrels per day.

*The Pan Block.*—The other salt block is what is termed a pan block, and was constructed in 1873, at a cost of twenty-two thousand dollars, and is of the following dimensions: seventy two feet wide, one hundred and forty feet long, and thirty feet high, well and substantially built throughout, and painted on the outside. This building was constructed with all the latest improvements, with regard to ventilation, having one large ventilator in the top, running full length of the building, and being six feet wide and five feet high on the sides, which sides are so constructed and hung on hinges, as to swing out and leave the whole space open when required; upon the side of the roof are also additional ventilators running at right angles with the length of the roof, which are four feet wide and sixteen feet long, and are placed at a distance of twelve feet apart.

The fire room is 20x72 feet in size, and leading from the fire room under the pan, is a brick arch with a division wall reaching one-half the length of the arch. At the rear of the building is the chimney of brick, fifty-five feet high, and five by six feet outside measurement.

The pan upon which the salt is made is twelve feet wide and one hundred and eighteen feet long, and is fed with brine from two heating and settling vats, each of the following size: three and one-half feet deep, eight feet wide, and one hundred feet long. Through the bottom of these vats, galvanized iron pipes are led which heat the brine almost to the point of saturation, before being drawn off upon the pan. The steam for heating the brine and running the engine in the Drill House, is furnished from two boilers.

The "packing room," on the north side of the building is a model of neatness and convenience. In this room there are eight bins, with a capacity of about two hundred and twenty-five barrels to each bin.

The brine for this block, which is about ninety per cent. in strength, is pumped from a new well belonging to the Company, which is seven hundred and thirty-two feet in depth.

Connected with the two salt blocks are storage sheds, with a capacity of about three thousand barrels.

The capacity of the "Pan Block" is about 125 barrels per day.

Both blocks are under the supervision of WESLEY KNICKERBOCKER, who has had about twelve years experience in the manufacture of salt in the Saginaw Valley.

*Cooper Shops.*—The cooper shops in which the salt barrels are manufactured, consist of two frame buildings, each 36x40 feet, the one used for the manufacture, and the other for the storage of barrels. This shop, which is under the management of WM. J. COCHRANE, an old hand at the business, employs from seven to ten men, who manufacture about 200 barrels daily.

These buildings, above described, together with the Drill Houses, Blacksmith Shop, Boarding Houses, Barnes, &c., constitute one of the most complete (if not the largest) institution for the manufacture of lumber, salt, lath, barrels, &c., which we have ever had the good fortune to visit. And before closing

this description, we would recommend any of our readers who may desire to see an institution of this character, in full operation, to visit the works of MESSRS. SEARS & HOLLAND, and we assure them that they will be received with the same courtesy by its able manager, MR. J. C. VALENTINE, as was shown to us by him in the preparation of this article.

#### W. R. BURT & CO'S MILL.

The saw mill of MESSRS. W. R. BURT & Co., perhaps may not technically be called an East Saginaw institution, although the principal office of the mill is on Water street, in this city. The mill is located seven miles below the city and has  $11\frac{1}{2}$  feet of water to the Bay. This is one of the largest mills in the world. There are, we believe but three mills of a larger capacity; one on the Chippewa River, Wisconsin, and the mills of JOHN MCGRAW, at Portsmouth, and SAGE & Co., at Wenona. While it is not the largest it is one of the most complete in existence. Whether it be its sawing capacity, or as a stave and heading mill, a shingle mill, barrel factory, or salt works, for they are all combined under one management, with carpenter shops, blacksmith shops, gas works, school house and public library, in addition to the above. This mill was commenced in 1867, and began running in July, 1868. When the site was selected, a roadway had to be made to it through the prairie on the banks of the river, and it was as isolated and barren a spot as could have been selected—but the channel was excellent, and the banks of the river presented an unlimited amount of space for boomage and dockage. The selection was an excellent one, and time has vindicated the sound judgment and good business capacity of WELLINGTON R. BURT, in this, as in every other business, political or social matter, in which he has been interested or identified during his long residence in this city.

The capital invested in this establishment, which by the way is one of the best managed and most remunerative mills in the State, is as follows:

In saw mill, etc., .....	\$225,000
“ Salt works, .....	50,000
“ Shingle Mill, .....	8,000

Total, ..... \$183,000

This is of course exclusive of the very large capital invested in timbered land, in this and other counties.

The establishment of W. R. BURT & Co., is under the personal supervision of MR. BURT, who manages its every detail. Something of an idea of what is necessary for him to do, may be gathered from the following statements :

The mill proper, including the stave mill, heading and lath machines, at this writing, June 15th, employs 150 men. The saw mill runs night and day, and its average cut is 100,000 feet every twelve hours. There are two gang saws, one circular, and one upright saw. The lath machine turns out about 12,000 lath every twelve hours, and 7,000 staves are made in the same length of time, while from the heading machine 800 setts are manufactured in twelve hours. The shingle mill employs twenty-five men and boys, who make 50,000 shingles in twelve hours. In the barrel factory fifteen men are employed, who turn out an average of 300 barrels per day. The salt works employ forty men, who make 275 bbls. per day, or 50,000 bbls. each season. It will be seen from the figures given above, that the entire establishment gives employment as follows :

In Mill proper, number of men, .....	150
“ Shingle Mill, “ “ “ .....	25
“ Bbl. Factory, “ “ “ .....	15
“ Salt Works, “ “ “ .....	40

Total number of men, ..... 230

The result of their labors each day may be summarized thus :	
Manufacture of lumber in twelve hours, .....	100,000 ft.
Manufacture of Lath, .....	12,000
“ “ Heading, setts, .....	800
“ “ Barrels, .....	300
“ “ No. Barrels Salt, .....	275



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Manufacture of Shingles, .....	50,000
“ “ Pickets, .....	2,000

The machinery for this immense production is of first class, and power is furnished in the mill by six large boilers. There are also two other boilers connected with the salt works and shingle mill. The salt is made by exhaust steam from the mill, and by the pan process.

There is one noticable feature of this establishment, every thing that can be saved is saved. For example, the steam is utilized two or three times, first in the mill, and then conveyed by pipes to the salt works. The stave machine takes all slabs from the circular saw, the lath machine and heading saw take all slabs from the gangs; the pickets are manufactured from the cull lumber which accumulates in the mill, while the refuse edging and saw dust furnishes fuel for the boilers.

The boomage of this mill has a capacity of eight million feet, while the mill docks have a capacity of ten million feet of sawed lumber. The salt docks have also a capacity of 10,000 barrels.

An excellent quality of gas is manufactured on the premises at a cost of only about \$35 per month, which is certainly a very low price to be paid for lighting a mill of such proportions.

The fire protection is unequalled in any manufacturing establishment we have seen. A fire engine, supplied with steam from the mill, is ready at any moment for business, while hundreds of feet of hose are deposited near the several hydrants, which are scattered over the mill and around the premises.

On the premises there are forty-five cosy and comfortable dwelling houses, which are owned by the company, and each house is occupied by a family, as MR. BURT's idea is to employ married men whenever possible to do so. They are more steady and less liable to become excited in time of strikes, etc. In fact when nearly every mill shut down on the river, MR. BURT's mill did not stop a day. Many of the single men find homes with families, and others occupy the two boarding

houses on the place. There has been erected a school house by the company, where children of the employees attend school seven months in the year. The community is supplied with a fine public library also. Taking all things into consideration, every thing possible for the comfort and education of the men and their families has been done.

The lumber manufactured here is shipped to Ohio ports, and the salt is sent to Chicago and Milwaukee.

The shipments from this mill this season, up to Aug. 1st, have been as follows:

Lumber, .....	14,004,766 feet.
Lath, .....	1,230,850 pieces.
Salt, .....	30,888 bbls..
Heading, .....	44,000 setts.
Shingles, .....	2,077,000
Staves, .....	100,000 pieces.

The office in this city is under the supervision of FRANK LAWRENCE, ESQ., whose good executive abilities and accuracy in accounts, make him, in our judgment an invaluable acquisition to such an extensive institution.

#### SHINGLES.

MESSRS. C. & E. TENEyCK manufactured in 1873, 18,035,000 shingles. They employ fifty-five men, and have a capital invested of \$20,000. This mill is a model of activity, and is well worthy of a visit.

JOSHUA S. STEVENS, after a series of almost unparalleled misfortunes, is again in running order, and in 1873 manufactured 5,875,000 shingles—employs forty-two men, and has a capital of \$50,000 invested.

BUNDY & MARTINDALE, in 1873, manufactured 11,091,000 shingles, employed thirty-two men, and have an investment of \$25,000.

E. J. RING manufactured 7,000,000, employed eighteen men, and has invested \$8,000.

There was made in Saginaw county, during 1873, 1,000,000 shaved shingles.

## PLANING MILLS.

We have in our city several excellent Planing Mills, all doing a first class business. That of CHAS. LEE, on Water street, is by far the largest.

On Tuscola street, corner of Jefferson, owned by the East Saginaw Manufacturing Company, is the next in importance on the east side of the river, and GERMAIN'S, on Park and Millard streets, the third; all these establishments are extensively engaged in dressing lumber, and the two latter in the manufacture of sash, doors and blinds, and in scroll sawing.

The Planing Mill of A. G. BISSELL & Co., although located on the west side of the river, at the crossing of the Flint & Pere Marquette Railway and the Jackson, Lansing & Saginaw Rail Road, is an East Saginaw enterprise, the proprietors residing here—and is capable of doing a large amount of work. This mill contains three planers and matchers, with clap-board and shingle machines, and machinery for making hoops and barrel heading, together with the necessary saws, etc., incident to such an institution. Located at the crossing of the two roads, they possess unusual facilities for rail road shipment, as there is no expense for transfer from one road to the other.

Their machinery is of sufficient capacity to load five cars with dressed lumber, per day of ten hours, besides another car load or two of shingles, packing boxes and hoops. When lumber is more thoroughly manipulated, they must do a thriving business, from their particularly fortunate location and the thoroughly practical arrangement of their machinery.

## THE FLINT & PERE MARQUETTE RAILWAY—ITS INFLUENCE ON THE SAGINAWS.

We propose in a general way, to note the impellent influences which means and modes of inter-communication have upon the industrial developments of commerce—and in this connection to particularize, more especially with reference to the part the Flint & Pere Marquette Railway has born in building up and developing the resources of the Saginaw Valley.

We may presume, as a general rule, that the growth in wealth and importance of an individual locality is in proportion to to the completeness of its avenues of trade and commerce with surrounding points. Our own productions are in kind, as one to many to the number in detail that we need—and just so far as facilities are afforded us for the exchange of our specialties in production—limited in number—for the thousand and one aggregate staples manufactured in districts foreign to our section; in just measure is our convenience subserved, our necessities and wants met—our productions marketed, our business built up, our population increased; new enterprises in our midst fostered, increased employment given, cumulating and aggregating needs felt, which in time find ready and at hand new funds and enterprises anxious for ventures in directions to supply these multiplying demands. The time is not very remote when the Saginaw Valley was little more than an Indian trading post. And there are in our midst men of influence and wealth, a comparison of whose wants and needs, as of to-day, with the few which subserved them as pioneers of our Valley thirty years ago, furnishes an excellent illustration of the point we have attempted to make in this relation. The need of lines of communication is an instinct and of universal recognition. The wildest districts are crossed and interlaced with paths and trails adequate to the needs which originated them.

The first thought of the pioneer is to open a route of communication with the busy world he leaves, and as time passes and his district develops, avenues of traffic and trade keep pace to the proportionate commercial growth. The Saginaw Valley furnishes a remarkable illustration.

The center of immense resources in lumber and salt, it loudly claimed the attention and consideration of millions of capital. Immediately thereupon was developed a need of easy and ready facilities for ingress and egress.

For a time water communication subserved, but as capital augmented in investment, and its products in the staples of the district multiplied and increased, travel became restless at the tardy water facilities or the more tiresome transportation by stage or wagon, until finally the impatient heat of the impeded impetus gave incubated life to an enterprise which has grown into one of the most perfect systems of its kind, any where to be found in the country.

The first rail of the Flint & Pere Marquette Railway, was laid at this place in August, 1859.

The inauguration of the project was duly celebrated, and a work was thus commenced and subsequently pushed to completion with a modicum of energy, and an ability of management which other sections may not be ashamed to emulate. Since 1862 (when the road was first opened for passenger traffic, at which time the entire equipment for that purpose consisted of one old second hand engine, one baggage car and one coach,) the gross earnings of the road have steadily increased from a first years aggregate of about \$32,000, to a present annual income of over one million of dollars. It will be interesting to note in this connection, the extension of this line from an operation in January, 1862, of twenty-six and one-half miles (from this point to Mt. Morris,) to the present control and working of over two hundred and thirty-three miles. Verily a suggestive commentary upon the development of the Saginaws.

The Congress of the United States, by an act entitled "An Act making a grant of alternate sections of the public lands to the State of Michigan, to aid in the construction of certain railroads in said State, and for other purposes," approved June 3d, 1856, granted land to the State of Michigan, to aid in the construction (among others) of a railroad from Pere Marquette to Flint.

The State of Michigan, by an act of the Legislature entitled "An Act disposing of certain grants of land made to the State of Michigan for Railroad purposes, by an act of Congress, approved June 3d, 1856," approved February 15, 1857, conferred upon the Flint & Pere Marquette Railway Company, so much of the lands granted by Congress, as pertained to a railroad from Pere Marquette to Flint.

The Flint & Pere Marquette Railway Company was organized January 21, 1857. The provisions of the law donating lands to this company were accepted February 24, 1857. The map of location of line was filed in the office of the Secretary of State, August 7, 1857, and in the General Land Office, Washington, August 18, 1857.

The first Directors of the company were HENRY M. HENDERSON, BENJAMIN PIERSON, ARTEMAS THAYER, ROBERT D. LAMOND, CORNELIUS ROOSEVELT, GEORGE M. DEWEY, WILLIAM PATERSON, ALVIN T. CROSSMAN and JOSIAH PRATT, of the City of Flint.

The work of grading was commenced in the fall of 1858, at several points in Saginaw County, by F. W. PAUL, who had entered into a contract to build the road. This contract covered the line from Flint, passing northwesterly and westerly through the counties of Genesee, Saginaw, Midland, Isabella, Clare, Mecosta, Osceola, Newaygo, Lake and Mason, to Pere Marquette, on Lake Michigan, a distance of about 172 miles.

Up to March, 1859, about \$10,000 had been expended in grading, when SAMUEL FARWELL and H. C. POTTER, of Utica, N. Y., and T. D. ESTABROOK, of Great Bend, Pa., were associated in the contract. The first two have been identified with

every step of progress of the road and with its management since that time.

During 1859, twenty miles of line were graded from Saginaw river easterly, and eight miles of rail were laid. The first rail was laid at the edge of Saginaw river, August 19, 1859, and a large delegation of citizens participated in the driving of the first spike. Among them were CURTIS EMERSON, W. L. P. LITTLE, REV. W. C. SMITH and HENRY HOBBS. The Bancroft House was just then completed, and was formally opened September 7, 1859.

The first engine used on the road was called the "Pollywog," and was a small second hand one, bought at Schenectady, for \$2,000. It was shipped on the schooner Quickstep from Buffalo, arrived August 31, and was landed at East Saginaw, September 2, 1859. Her advent was eagerly watched, and when the venerable machine arrived, showing long service and an honorable age, COL. LITTLE gave expression to the general disgust, by the remark: "That is no Pollywog, but a d—d old frog." The same machine, after a thorough rebuilding, still does service on the road under the name of "Pioneer."

Owing to hard times, work was suspended on the line from about November 1, 1859, to the summer of the following year. At the election, July 6, 1860, the directors chosen were E. B. WARD and CHARLES A. TROWBRIDGE, of Detroit, B. PIERSON, A. J. BOSS, WM. HAMILTON, A. T. CROSSMAN and G. M. DEWEY, of Flint, H. D. FAULKNER, of New York, and M. L. DRAKE, of Pontiac. CAPT. WARD was chosen President, MR. DRAKE, Secretary, and MR. CROSSMAN, Treasurer.

During this season, track-laying was completed for a distance of twenty miles from Saginaw river, and a certificate was granted after personal inspection, by GOV. WISNER, as required by the Land Grant Act, September 5, 1860. The road was not then opened for traffic, however, and it was not till the fall and winter of 1861, that iron was laid as far as the crossing of the plank road, at Mt. Morris, twenty-six and one-half miles from the Saginaw river.

The opening excursion was given on the 20th of January, 1862. The ticket issued was as per copy following:

"EXCURSION TICKET—F. & P. M. RAILWAY.

Mr. \_\_\_\_\_

You are invited to join an Excursion to Mt. Morris and return, on the 20th day of January, inst., at 9 o'clock, A.M. Return at 1 o'clock P.M.

If you are unable to accept, please return the ticket, as the accommodations for Passengers are limited, and it is desirable to invite only so many as can be provided with seats.

Tickets must be shown to Conductor before taking seats.

(Signed,) H. C. POTTER, *Sup't.*

East Saginaw, Jan. 18, 1862.

The train was one engine, a baggage car and one coach, the entire passenger equipment of the road, and though the trip was slow and halting, by reason of a heavy snow storm, four hours being consumed in going twenty-six and one-half miles; those who were present will recall the memory of a good time.

The road was opened for business immediately, but the results were *not* such as to surprise the most sanguine. The receipts from passengers, as shown by the original record of tickets sold, were:

First week, .....	141½ passengers, ....	\$102,54
Second " .....	147 " ....	100,31
Month of February, 1862, ....	858½ " ....	571,77

Probably more persons were carried on the elegant train furnished by this Company, one day in June, 1874, for PROF. RONEY's pic-nic, than were carried during the entire six weeks after the opening of the road.

The population of Saginaw county in 1860, was 12,758; of Bay, 3,169; Midland, 782.

The gross earnings from January 20, to December 31, 1862, were on passengers, ..... \$19,254,15

" Freight, ..... 12,510,22

Total, ..... \$31,764,37

In December, 1862, the track was still further extended to the First Ward of Flint, some six and one-half miles more. The progress of construction and additions beyond this, is given below:



Sept. 5, 1860, Gov. WISNER, certified as completed,....	20 miles,
Jan. 5, 1863, Gov. BLAIR, ....."	13 70-100ths.
Jan. 7, 1868, Gov. CRAPO, ....."	20
Dec. 12, 1868, ....."	6 55-100ths.
Jan. 21, 1871, Gov. BALDWIN, ....."	20
Dec. 16, 1871, ....."	40
	<hr/> 120 25-100ths.

Track laid on Seventh Division, near Reed City,.....	2 29	"
Bay City and East Saginaw Railroad, built in 1867,.....	12 35	"
Flint & Holly Railroad,....."....1864,.....	17	
Holly, Wayne & Monroe Railroad,....."....1871,.....	65 60	"
Flint River Road,....."....1872,.....	14 47	"
Miles,.....	<hr/> 231 96	"

The roads here named have been leased to and consolidated with the Flint & Pere Marquette Railway, and are now a part of the whole line, extending from Monroe to Reed City, with a branch to Bay City and one to Otter Lake.

The gross earnings in 1873, were \$1,126,197 64. The development of business may be seen by a comparison of the annexed items of freight moved in 1863 and 1873.

	1863.	1873.
Lumber, feet, Board Measure, .....	7,442,262	96,094,000
Staves, .....	1,017,200	2,859,200
Shingles, .....	6,812,750	171,660,000
Salt, bbls.,.....	6,100	261,679

And corresponding changes in all other classes of freight.

The Board, as now organized, is the same that has managed the company's affairs for the past ten years, only one or two new names having been substituted, from time to time.

The Directors are, E. B. WARD, Detroit, President; SAM'L FARWELL, Utica, N. Y., Vice President; H. C. POTTER, East Saginaw, General Manager and Secretary and Treasurer; W. L. Webber, East Saginaw, Land Commissioner and Solicitor; G. W. LEDLIE, East Saginaw, Auditor; JESSE HOYT, N. Y., JOHN H. PRENTISS, Chicago, JAMES K. HITCHCOCK, Cornwall, N. Y., WM. W. CRAPO. New Bedford, Mass.

There is a peculiar essence of inter-dependence existing throughout all juxta-creations, and this mutuality of dependence is recognized in the relations of the Flint and Pere Marquette Railway with the Saginaw Valley. Neither could do without the other. We are now just at a point to allude intelligently and with interest to the immense area opened and brought into ready communication with us, to and from which means of egress and ingress, by this road, for the convenience of the carrying and passenger traffic are afforded.

The corporation is now operating a tripple line from East Saginaw as a center, South, West and North. Upon the south stretches the fertile and productive district of Genesee county, through which the road passes, until at Flint we reach the Port Huron & Lake Michigan Rail Road. This latter, connects us at Port Huron with the Grand Trunk—one of the great trunk lines leading to the eastern sea-board, via Buffalo.

We pass the Port Huron connection at Flint, ride a few miles further south and arrive at Holly. Here we intersect the Detroit & Milwaukee Railroad, and immediately is opened the vast district in our State lying to our west, wherein is situated Lansing, Owosso, St. Johns, Ionia, Grand Rapids—until the waters of Lake Michigan meet us at Grand Haven—not forgetting to mention a most important connectlon at Grand Rapids, which opens the door north and south to all the districts lying along the eastern and southern shores of Lake Michigan, and having a general central terminus at Chicago. At Holly also, we may elect if we choose, to leave the main line and make our way directly into Detroit, where we meet numerous connections by land and water, by which we may reach New York, New Orleans or San Francisco, the Atlantic Ocean, the Gulf of Mexico or the Pacific, and taking steamer find our way to any part of the Globe. But we choose to continue upon our own road awhile longer, and accordingly continue south from Holly, through a beautiful farming country, passing Clyde, Highland, Milford, Wixom, until we reach Plymouth, where again we may go to Detroit or west to Lake

Michigan, but we continue on through Plymouth to Wayne—at that point we make connection with the Michigan Central, and may reach by close connection any point east or west, along this important thoroughfare. Its connections with the great central lines, running north, west and south from Chicago, through Wisconsin, Illinois and Indiana, are too numerous to admit of more than passing mention. Continuing our direct route upon our own road, we finally reach Lake Erie, at Monroe. Here terminates the Flint & Pere Marquette proper, although the cars and coaches of this road are run directly into Toledo, over the Michigan Southern. At Toledo we reach a connection of the greatest importance to us. We have the eastern sea-board, via Buffalo, opened to us by rail or water, but what is more important, the great south-eastern, southern and south-western centers of trade, throw open their doors to us at this point. Among the most important of these are Wheeling, Pittsburgh, Harrisburg, Philadelphia and Baltimore, south-east. Cincinnati, Lexington, Knoxville, Atlanta, Charleston and Savannah, on the south. Indianapolis, St. Louis, Kansas and the important interior cities along the great Mississippi River, at the south-west. We have now briefly summarized the main avenues opened west, east and south, by the southern branch of this road, but we are more directly connected with the great north-western interior and lake coast line of the Southern Peninsula of this State—with the extensive rail road systems of Wisconsin and the west, including the Northern Pacific Railroad—and with Minnesota and the Lake Superior Districts, by the branch of this road running west from this point through Midland, Farwell, Ewart, Hersey and Reed City, and which has a prospective lake shore terminus at Ludington, which will now soon be completed and in running order. The intersection with the Grand Rapids & Indiana road is effected at Reed City, and brings this point in direct communication with the Grand Traverse region.

Thus it is that we lie directly connected with the whole north west and south, of our own State—the great lakes, Erie,

Huron, Superior and Michigan—and the great Rail Road system of Wisconsin, Northern Michigan, Minnesota, Missouri, Kansas, Illinois, Indiana, Ohio, Pennsylvania, New York and the Province of Canada, and through them with the remotest districts of the world.

We regret that we have not space to comment upon the value to us in a tributary sense of the new districts west of this place, which are upon the line of the Ludington branch. The opening of this branch has done much to settle up this section. Places and localities hitherto comparatively unknown, have upon this road reaching them, sprung rapidly into villages and towns of note, and areas of stumps have given place to handsome commercial centers—graded streets, school houses, churches, manufactures and residences.

Thus much for the Flint & Pere Marquette Railway, the pioneer road of the Valley—universally acknowledged by all who ride over the route, to be one of the most complete corporations relative to the perfection of all its working details. The rolling stock is elegant and substantial, the management a model for system and completeness, and the financial system sound to the core. There is not only one, but a thousand reasons why mutuality of purpose and courteous similitudes of thought and sentiment should actuate and promote a oneness of effort as between commercial centers and important rail and water courses, communicating with them. Nothing like antagonistic attitudes should be allowed to interfere with an interest, which in a wonderful degree is eminently mutual. In a strict business sense the law of an equivalent for a service rendered should obtain, and divisions in opinion as to rates, should be settled if possible by unbiased arbitration, omitting an appeal to legislative or judicial adjustment. The relations of this section with the Flint & Pere Marquette Railway have been always maintained on the most friendly footing—as the two great corporations grow side by side, we express the hope that time may only serve to strengthen a realization and appreciation of that law of inter-dependence, which juxtaposition

lays down, whereby is made a complete indentivity of interest, and which should ever render friendly relations inviolate.

#### THE LAND DEPARTMENT.

Of the Flint & Pere Marquette Railway is under the control of HON. W. L. WEBBER, who is in addition to Land Commissioner, the Solicitor of the road. MR. WEBBER'S peculiar executive ability, here has an ample field for constant and effective display.

The company has yet unsold:

In the County of Saginaw, about.....	6,655	acres.
“ “ “ Midland, “ .....	14,935	“
“ “ “ Isabella, “ .....	8,890	“
“ “ “ Clare, “ .....	22,143	“
“ “ “ Bay, “ .....	1,440	“
“ “ “ Gladwin, “ .....	2,464	“
“ “ “ Mecosta, “ .....	13,462	“
“ “ “ Osceola, “ .....	11,278	“
“ “ “ Newaygo, “ .....	37,796	“
“ “ “ Lake, “ .....	67,107	“
“ “ “ Oceana, “ .....	10,380	“
“ “ “ Mason, “ .....	66,335	“

By looking at the map, it will be seen that these lands lie in the CENTRAL portion of the Lower Peninsula, between Saginaw Bay and Lake Michigan. The country is well watered by the numerous streams, forming tributaries to the Tittabawassee, the Muskegon, the Pere Marquette, and the Manistee Rivers.

From East Saginaw, westerly, the surface of the country rises above the waters of Lake Huron, as follows:

At Coleman Station, .....	185	ft.
“ Clare, “ .....	254	“
“ Farwell “ .....	345	“
“ Lake “ .....	495	“
“ Orient, “ .....	465	“
“ Evart Station, at the crossing of the Muskegon River,.....	421	“
“ Hersey “ .....	408	“
“ Reed City, .....	455	“
“ The Summit, near Chase,.....	621	“

Falling thence towards Lake Michigan :

At Baldwin,.....	253	"
" the west side of Range 14 West,.....	141	"
" " " " " 15 West,.....	97	"
" " " " " 16 West,.....	103	"

Reaching Ludington, at a level substantially the same as the starting point at East Saginaw.

The lands in Saginaw, Bay and Midland Counties are generally level, mainly timbered with hard woods—Oak, Beech, Maple, Lynn (or Basswood,) Elm, &c., with some scattering Pine. The lands in Isabella, Gladwin, Clare, Mecosta and Osceola Counties, are generally of a loamy, gravelly soil, with numerous springs of pure, cold water, gushing from the ground. Timber belts of Beech and Maple, in some cases with Hemlock and Pine, interspersed with hard wood, in other cases almost entirely consisting of Sugar Maple. Other belts of Pine, intermingled with some Hemlock, gently rolling.

The air is clear and pure, insuring a healthy climate. The east side of Lake County is substantially like the foregoing. In Ranges 12, 13, 14 and 15 West, are found considerable sandy plains, very easily cleared, and very easy of cultivation. These plains are somewhat rolling, and growing upon them are found bushes of White Oak, Black Oak, Black Cherry, Low-bush Blueberry (or Whortleberry,) Wild Tea Plant, etc., giving promise of a soil which, with intelligent cultivation, will produce good returns for little labor. So far as they have been tested, the results of cultivation have astonished even those most sanguine. Fifteen bushels of Wheat to the acre have been raised at the first crop. Corn, potatoes, and other vegetables, grow in perfection. Lake County contains also a large amount of Pine, and many small but beautiful lakes, with clear, cold water, gravelly banks, and abounding in fish. In the several branches of the Pere Marquette River, in this county, are found Grayling in abundance. Mason and Oceana Counties, lie in the celebrated fruit belt of Michigan, on the east shore of Lake Michigan. The lands are Beech, Maple, Basswood, Hemlock, Pine, &c. Soil loamy, capable of

producing excellent crops. The settlement through this portion of Michigan, from Saginaw to Ludington, has been very rapid in the past few years; and although it was lately almost an unbroken wilderness, a large part of it already possesses all the advantages of a civilized community. Many towns, with Churches and School Houses, have sprung up along the line.

#### F. & P. M. SHOPS.

Among the most important of our local industries are the Flint & Pere Marquette Railway car shops. The works of this company give employment to a large number of operatives, and in many ways foster the material interests of this city. The buildings occupied by the mechanical department of the road in this city, are as follows:

Car Shop 80x200 feet, of which 80x80 feet is two stories high, and the balance one story.

Blacksmith Shop, 80x250 feet.

Machine Shop, 60x120 feet.

Two brick Round Houses, and a Supply Store.

These buildings are brick and have slate roofs, with the exception of the Machine Shop, which is constructed of wood. The first story of the car shop is occupied by wood-working machinery for the construction of cars, and for erecting and painting cars. It has six tracks, four of which are for building and two for painting cars. Immediately in front of the car shop is a moveable platform, upon which there are trucks so that a car may be run and its position shifted to another part of the shop. The capacity of this shop is four box cars per day, and six passenger coaches per year. When working up to its capacity, two hundred men are employed. The second story is used for patterns and for cabinet and upholstery work. In this department the elegant fixtures of the company's new building, and the recently adopted patent ticket cases are constructed.

The Blacksmith Shop has a capacity of forty forges, besides machinery for making and cutting bolts, tapping nuts, and

drilling iron work for the car shop. It also contains bending rolls, shears and punches, which by the way, is what SUPT. KEELER calls a "human machine." This shop also contains two steam hammers, one of which is employed in re-manufacturing scrap iron, etc. This shop also contains a brass foundry, where all brass castings used by the company are made. Over the machinery department is the copper shop, sheet iron and tin shop. The entire capacity of these shops is employed in keeping the road stocked, and its rolling stock in running order. Many of the machines used in the car and locomotive works are models of excellence. One of the "human machines" is Seller's Patent Planer, which cost \$4,000. The drilling machines, car-wheel borers and bolt cutting machines, are well worthy inspection, as are indeed the entire work shops. The shops are provided with a bath room with modern appliances, and it is kept in pretty constant use by the employees.

MR. SANFORD KEELER has had entire charge of the machine shops since April, 1860. He was made Assistant Superintendent of the road January 1, 1874. PETER MCNOAH manages the bolt works, copper, sheet iron and tin shop and brass foundry. THOS. M. HAYS is foreman of the Locomotive repair shop and Round house, and employs about forty-five men. JNO. WEST is foreman of the Blacksmith shop, FRED. SCHEOVER of the Patern and Cabinet shop, D. HERBAGE of the Paint shop, and JNO. LUNDGER of the Car shops.

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### SHIP BUILDING.

When EMERSON & ELDRIDGE purchased the mill on the east side of the river of the "New York Company," in 1847, there was not a single Steamboat, Tug or Scow upon the river. The only boat here was the "Julia Smith," a schooner which carried the first cargo of lumber from here in 1846. In 1849, the first steamboat was built upon the river by the following gentlemen: MESSRS. EMERSON, FITZHUGH, MOWRY and FRASER. She was a stern wheeler, and was christened the "Buena Vista," a rep-



resentation of which may be seen in the frontispiece of this pamphlet. She had a three fold work to perform: carrying lumber, carrying passengers, and towing rafts to the bay. The next craft built was a scow by the name of "Ethan Allen." She did excellent service, and went out of commission in 1870, after twenty-one years of active service. For the purpose of comparison we subjoin the following tables compiled from the best sources we have at command:

AN EXHIBIT OF SHIP BUILDING FOR 1867 AND SUCCEEDING YEARS, ON  
SAGINAW RIVER.

1867.

Two Barks, .....	Tonnage, 11,27,00
Nine Barges, .....	" 2,267,00
Four Propellers, .....	" 276,00
One Schooner, .....	" 500,00
Two Tugs, .....	" 144,00
One Steamer, .....	" 52,00
Two Scows, .....	" 63,00

1868.

One Bark, .....	" 366,00
Four Barges, .....	" 666,00
Two Tugs, .....	" 46,00
One Steamer, .....	" 28,00
Two Schooners, .....	" 334,00
Two Scows, .....	" 59,00
One Canal Boat, .....	" 109,00

1869.

Five Barges, .....	" 1,256,56
One Schooner, .....	" 30,10
Two Scows, .....	" 62,70
One Propeller, .....	" 21,17
Two Sloops, .....	" 424,00

1870.

Three Schooners, .....	" 662,00
Two Tugs, .....	" 63,00
Eight Barges, .....	" 1,186,00
One Sloop, .....	" 171,00
Four Scows, .....	" 89,00

1871.	
Three Schooners,.....	Tonnage, 1,199 00
Two Steam Yatches,.....	" 19,00
One Tug,.....	" 15,00
Two Canal Boats,.....	" 111,00
One Barge,.....	" 149,00
1872.	
Six Schooners,.....	" 2,319,73
Three Barges,.....	" 379,30
One Steam Yacht,.....	" 33,27
One Canal Boat,.....	" 150,00
1873.	
Propeller David Ballentine,.....	" 972,13
Schooner A. B. Moore,.....	" 1,099,37
Schooner C. H. Burton,.....	" 534,90
Schooner Journeyman,.....	" 235,04
Schooner R. T. Lambert,.....	" 53,23
Propeller J. C. Liken,.....	" 78,24
Tug Wesley Hawkins,.....	" 45,70
Propeller Arenac,.....	" 63,29
Scow Schooner Iosco,.....	" 230,80
Barge Joseph E. Sparrow,.....	" 264,07
Barge F. A. McDougall,.....	" 416,00
Barge W. L. Peck,.....	" 365,68
Schooner Buckeye State,.....	" 525,64
Propeller W. R. Quimby,.....	" 38,79
Schooner Queen City,.....	" 700,35
Schooner Chester B. Jones,.....	" 493,71
Schooner W. S. Crossthwait,.....	" 671,71
Schooner L. C. Butts,.....	" 504,48
Schooner Benj. F. Bruce,.....	" 729,37
Schooner Grace A. Channen,.....	" 259,18
Schooner B. B. Buckhout,.....	" 351,76
Tug Fannie Tuthill,.....	" 30,00

To these may be added those built the present season, consisting of

Tug E. H. Miller,.....	Tonnage, 30,14
Tug A. H. Hunter,.....	" 28,14
Schooner Evening Star,.....	" 497,81
Schooner Morning Star,.....	" 497,81
Barge St. Clair,.....	" 286,37

## RECAPITULATION IN TONS.

In 1867, .....	4,429,00
" 1868, .....	1,608,00
" 1869, .....	1,794,53
" 1870, .....	2,171,00
" 1871, .....	1,493,00
" 1872, .....	2,837,31
" 1873, .....	1,603,54
" 1874, (To June 1st,).....	1,340,32
Total, in eight years, .....	17,276,71

There are five ship yards on the river. two in East Saginaw and three in Wenona. As will be seen by the foregoing figures, the discription of sailing and steam vessels built are of first class character, and stand on the customs register second to none sailing our inland seas. The policy pursued in past years by those engaged in the carrying trade in lumber and salt, has been to build in eastern ports and come to Saginaw for loads. This action has seemed to have a detrimental effect upon enterprise in the line of ship building upon the river, as our people have been satisfied to ship in this manner, and send their oak and tamarack to market in the unwrought form. Of late years this order of things has been reversed, and through the active exertions, and laudable enterprise of such men as J. M. BALLENTINE & Co., of Wenona, and CAPT. WHEELER and W. H. CROSTHWAIT, of this city, together with other gentlemen engaged in the work of ship building along the river, yards have been established which are rapidly sending out some of the largest classed shipping afloat, which receive their maiden cargoes at the places where they were built, and at once proceed direct to their destination. The result of this wise policy has had an immediate effect upon various industries in which our people are largely engaged, among which may be more particularly noticed the business of getting out square timber and knees for local consumption; the employment of large numbers of ship-wrights and riggers; the increased population of cities by the introduction of a thrifty class of mechanics with their families; the keeping at home of a large amount of

money, which in the payment of wages, receives a local circulation; the building up of a market for crude material which goes to its destination ready built, and thus serving to recruit the depleted American marine upon our waters, and in various other ways, which might with propriety be mentioned, is this daily increasing trade destined to work incalculable good, not only of a local but of a general character.

We have dwelt somewhat at length upon this point, not only to show what has been done in this line, but to call the readers attention to the various methods, attaching to ship building on the Saginaw, in which capital might be profitably invested. In the line of fitting out vessels, all the sails, running and standing rigging, anchors, cables, cap-stans, and windlasses, are brought from distant places, where they are made to order. This should not be the case, as the vessel should receive her complete outfit where she is built, and it is but a question of time, how long the yearly increasing demand will be left dependent upon distant localities for what can be made equally well at home. We believe we are correct in stating that there is not a sail or rigging loft of any importance in any one of these river cities, a want which it will at once be perceived must militate continually against the thoroughness of our ship building interests.

The value of the vessel property now afloat, built within the last two years, is over a million of dollars, and yet the business is but in its infancy, and we are fully justified in stating that our facilities, for ship building are limitless, affording a great scope for enterprise and outlay of capital, with a sure certainty of a quick return for the money invested.

## OUR CHURCHES.

East Saginaw has a class of church edifices, at once an ornament to our city and a standing memorial of the generosity and religious tendencies of our citizens. It must not be considered that the erection of these church edifices is the result of the edict of the millionaire. The money used in their erection has been largely the gift of people struggling for a foot-hold, and gathered at a time when their resources were at low ebb. True many of these men have since that time realized competences, as the result of their toil, but at the time to which this chapter more especially refers, these men and women were far down in the scale of dollars and cents, a fact as honorable to them as showing the true spirit of christianity to be purely rooted and grounded in their hearts.

Our report of the various churches of our city will require no apology for its brevity, when our space is considered, still enough may be gleaned from the following history, to show that the people of East Saginaw are an order loving, church going community. As being the oldest church organization in the city, we first notice the

## METHODIST EPISCOPAL CHURCH.

This body of christians was formed into a class of six members, under the pastorate of REV. A. C. SHAW, in 1852. At that time East Saginaw was but a hamlet, built upon a marsh, and had any one at that time prognosticated the rapid growth of that hamlet to the present condition of size and prosperity, in the short space of twenty years, they would have been deemed decidedly visionary. The little M. E. Class, however, was composed of men and women filled with hope for the future and faith in God, and with the assurance of Providential direction, they commenced the work of building their first church, which stood upon the corner of Washington and Ger-

man streets, at present occupied by the brick block containing the drug store of FRIZELLE & Co. Here the society continued to worship for fifteen years, growing continually in numbers and financial strength, till at last emboldened by success, it was decided that the old meeting house, which had witnessed their trials and triumphs, was deemed too small for them. Accordingly the present property on Jefferson Avenue was purchased, and the corner-stone of the present building laid on May 27th, 1867, and through the energetic efforts of REV. DR. McCARTY, at that time their Pastor, the building was ready for dedication December 27th, 1869, just two years and one month from the laying of the corner-stone.

*Present Condition.*—The building is a very handsome one, built of red brick with gray stone facings, mullioned windows, slated roof and corner spire one hundred and sixty-two feet in height. The windows are of stained glass, and the interior richly frescoed. It has a basement divided into sabbath school, class room and a commodious study for the Pastor. The seating capacity will accommodate one thousand in an emergency, and eight hundred comfortably. The interior is richly but plainly furnished in walnut and upholstered, and is heated by hot air, and well lighted by very fine chandeliers. The present membership is two hundred and five; Sunday School thirty-one officers and teachers with two hundred and fifty scholars. The library contains four hundred books and four hundred and fifty religious publications are taken. The whole value of church property, which includes the parsonage is estimated at \$57,000. The present Pastor is REV. D. CASLER, who receives a salary of \$1500. He is full of energy and is meeting with deserved success.

#### ST. PAUL'S PROTESTANT EPISCOPAL.

Situated on the corner of Lapeer and Warren street, is the next in order of seniority in the city. This church was organized under the ministration of REV. V. SPAULDING, in 1854, and in the intervening time has been under the pastorate of eight rectors. The society, like all the others, was for a time

homeless, and dependent upon public halls in which to worship. Finally, JESSE HOYT made the society a present of the valuable property upon which the present church edifice stands, and the work of erecting the building was immediately proceeded with. The building is of wood. It is of the mediæval style, and is comfortably furnished, heated, and lighted, and has a seating capacity for eight hundred. The present Rector is REV. MR. WILSON. The present membership is one hundred and seventy-four; Sabbath School, one hundred and fifty; value of church property, \$22,000.

#### FIRST CONGREGATIONAL CHURCH.

From the first formation of the nucleus of the present city, there have been members of this communion among us, who though actively engaged in business, still remembered the policy of the Pilgrim Fathers, and looked forward to the day when they should be able to have a local habitation and a name in Saginaw. Among these, and prominently identified with the prospective work was DEA. CHESTER B. JONES, who still remains as one of the very few who were of the first organization. This gentleman has ever lived actively engaged in the work of the church, as we find his name among the first movers in the work of church organization. Previous to the time of forming a separate church, the Congregationalists worshipped with the Presbyterians, both meeting the expenses of the incidental preaching, and worshiping in Buena Vista Hall. This was previous to 1857. In this year a church organization was effected under the supervision of REV. MR. SMITH, since deceased, and a Sabbath School started in connection with the church, of which C. B. JONES was superintendent. For a number of years the society worshipped in the church on Washington Avenue, since occupied by the Presbyterian body. In the course of time the accommodations became too contracted, which necessitated the building of the present edifice. This was completed and dedicated on June 14th, 1868, and stands on the corner of Hayden and Jefferson, being the finest and largest church edifice in the city.

The total cost of the building, including the lot, was \$66,000. The style of architecture is what might be termed composite, being a combination of all orders, and built with an eye to convenience. The material is white brick, with gray stone facings, mullioned windows, slated roof and tower for spire, which latter is not yet built. The auditorium will seat one thousand persons comfortably, and is finished in oiled and varnished pine, and finely upholstered. Off from the auditorium room is a commodious chapel for prayer meetings, lectures, etc., which will seat three hundred. Beneath this is the Sabbath School room, very finely and comfortably finished, divided into the various class rooms, etc. The whole building is heated by steam, and finely lighted. The present number of members is two hundred and ninety-nine; Sabbath School three hundred and forty-two. The present Pastor, REV. W. DELOSS LOVE, D. D., is a hard working minister, very much beloved by his people. His salary is \$2500. The church sustains several missions.

#### PRESBYTERIAN CHURCH.

This is one of the oldest church organizations in the city, being formerly united with the Congregationalists in sustaining preaching in the city. Still no regular organization was effected till in March, 1868. The society has not prospered as well as others during the past, but within the two years has taken heart, and is now building a beautiful church upon the corner of Warren and Millard streets, which it is expected will be finished this fall. The new church, with the lot, will cost \$11,000, and when completed will be a decided ornament to the city. At present the congregation worship in the basement of their new church, where regular services are held. Their present Pastor, REV. THOS. MIDDLEMISS, is a gentleman of considerable ability and is fast building the society up and bringing out effort long dormant. The present membership is seventy-six, whole number in Sabbath School, seventy-six; Pastors salary, \$1500.



## FIRST BAPTIST CHURCH.

This church stands upon the corner of Jefferson and German streets, and is one of the finest church edifices in the city, it is built of red brick, with gray stone trimmings. The church resembles the Methodist Episcopal building, and has an audience room capable of seating six hundred. The basement is divided off into lecture, sabbath school room, and Pastor's study; like the other churches, it is heated with steam and well lighted. This church is noted for its excellent acoustic properties, and does the architect much credit. It was largely owing to the indefatigable labors of REV. H. L. MOREHOUSE, who was Pastor for twelve years, that the present church edifice is in existence. The society was organized in 1858, and in the great year for East Saginaw church building, 1868, the present church edifice was built at a cost of \$36,000. The church numbers in membership some of our most solid citizens. The present Pastor, REV. THOS. NELSON, has been lately called to the charge, and is daily winning his way into the affections of the people. His salary is \$1200; membership one hundred and seventy-five; Sabbath School, one hundred and fifty.

## GERMAN METHODIST EPISCOPAL CHURCH.

This organization, composed of German citizens connected with the Methodist church, was the result of a mission started in 1855, and finally culminated in the present society. The first building owned by the society was burned in 1868, but the society immediately began the work of erecting the present commodious place of worship, which stands on Warren street. Present membership, eighty-five; Sabbath School, eighty; Superintendent, F. WALPERT. The present Pastor, REV. J. R. RODMER, receives a salary of \$700, with parsonage. The whole value of church property is \$10,000. Services are held in German.

## EVANGELICAL LUTHERAN—GERMAN.

This is another of our model church edifices, and stands on the corner of German and Rockwell streets. Its form of worship is the Reformed State Church of Germany, and its creed

distinctly Lutheran. This church was also built in 1868, at a cost of \$30,000, and resembles the Methodist Episcopal and Baptist Church in the style of architecture, and has a very fine chime of bells in the tower. REV. CONRAD VOLTZ is the Pastor, at a salary of \$600, with a free house. The membership number two hundred, with one hundred and twenty-one in Sabbath School. Services in German.

#### CATHOLICISM.

It would be difficult to place the time when the black-robed missionaries of the Latin Church did not preach the gospel of Christ in the Saginaw Valley. From the days of Father Marquette to the present, the adherents of catholicism have been numerously represented, not only on the waters of the Saginaw, but along the Lakes to Mackinaw. Still such was the migratory character of those professing this faith, it was rendered almost impossible to form churches with anything like settled congregations, and it was as late as 1853, before the present

#### CHURCH OF ST. MARY'S

Was organized by FATHER SCHUTZES, late of Bay City, from the old mission. FATHER SCHUTZES was Pastor till 1863, during which time the present church edifice was built and dedicated, on Christmas the same year. The church stands upon the corner of Wells and Hoyt streets, and is a wooden structure, capable of accommodating eight hundred people. From 1863 to 1866, the parish was under the charge of FATHER VANDERHAYDER, now located in Saginaw City. The present Pastor, FATHER VANDERBOM, was then deputed to the work, and is the beloved of his flock. The present number of communicants is one thousand four hundred and thirty-two. In connection with the church is a branch of the Convent of the Immaculate Heart, consisting of four sisters, who teach in the parochial school, which numbers two hundred and seventy pupils. There is also an Orphans Asylum, with a large number of indigent children, who are carefully provided for. The church is sustaining a great but telling work amid the large

congregation which fill its place of worship. Value of property, \$30,000. Services in German. Salary of Pastor \$700 and parsonage.

#### ST. JOSEPHS CHURCH.

This is a new Church standing upon Johnson street, which was built during the past year, necessitated by the increasing congregation of St. Mary's. The edifice is a neat structure, seating six hundred people, and has a large congregation. The Pastor, FATHER SWEENEY, is a young man of much ability, and is daily growing in favor with the people. The services are in English.

#### METHODIST EPISCOPAL, COLORED.

Situated on the corner of Warren and William streets. Pastor, REV. MR. GORDON; membership, sixty-three; Sabbath School fifty.

#### ZION BAPTIST, COLORED.

On corner of Johnson and Rockwell—no Pastor at present; membership fifty; Sabbath School forty-six; Superintendent, C. W. ELLIS. Property valued at \$2,000.

#### SPIRITUALIST SOCIETY.

Organized 1869; membership fifty; meets in Penny's Hall, corner of Genesee and Franklin, each Sunday morning and evening.

#### MISSIONS.

Central Mission, Houghton School House, C. T. WICKES, Superintendent.

Temperance Sunday School meets in Parson's Business College, Sunday, four P. M.

Young Men's Christian Association Rooms on Washington Avenue.

#### RECAPITULATION.

The following is a recapitulation of the membership and estimated valuation of the churches in the city.

*Membership.*—Methodist Episcopal, 205; St. Pauls, Episcopal, 174; First Congregational, 325; First Presbyterian, 76; First Baptist, 175; German Methodist Episcopal, 85; St.

Johannis, Lutheran, 200; St. Mary and St. Joseph, Catholic, 1,900; Methodist Episcopal (colored,) 63; Zion Baptist, (colored,) 50; Spiritualists, 50. Total membership, 3,265.

*Valuation of Church Property.*—Methodist Episcopal, \$57,600; St. Pauls, Episcopal, \$23,000; First Congregational, \$66,473; First Presbyterian, (not completed,) \$11,000; St. Johannes, Lutheran, \$30,000; St. Marys and St. Joseph, Catholic, \$30,000; Zion Baptist, \$2,000; First Baptist, \$30,000; German Methodist Episcopal, \$10,000. Total valuation, \$250,973, which is a fair investment for a city of 18,000 inhabitant.

## SCHOOLS

The history of the Schools of East Saginaw commences with the efforts of the early settlers to build a city. The clearing away of the forest on Hoyt's Plat, commenced in the spring of 1850. The territory embraced within the limits of East Saginaw, not including South Saginaw, was a part of the township of Buena Vista, and the organization for school purposes was known as District No. One, of the township of Buena Vista. The district organization continued until the year 1859, when the then village became an incorporated city, and by a special act of the Legislature, a corporation was created, styled the "Board of Education of the City of East Saginaw," and the public schools of the city placed under their control. School District No. One, was organized March 10, 1850, and shortly thereafter, DR. C. T. DISBROW was engaged by MORGAN L. GAGE, ESQ., Director, to teach a public school at his residence, on the corner of Washington and Emerson streets. The school was taught in the upper story of his dwelling. The residence of DR. DISBROW still stands, and with many improvements and additions is now occupied by A. W. McCORMICK, ESQ., as a residence. The previous year, and possibly during a part of the year 1851, private schools were taught, MISS CLARA INGERSOLL, at that time taught a private school in a wooden building on the site of the Bancroft House, and TRUMAN B. FOX taught

a private school in a building on Hoyt street, between Washington and Water streets. The elementary branches only were taught. In the spring of 1851, the project of building a new and commodious school building was talked of. The population was small and the residents generally of limited means, attracted hither anticipating that they could better their fortunes in the rising city. A commendable zeal and liberality was displayed by the new settlement. A plan of school building was submitted by J. E. VOORHEIS, Esq., estimated to cost at lowest figure \$2,600. NORMAN LITTLE proposed to build the house for \$2,500, receiving the tax when collected of \$2,000, and a mortgage on the building for \$500, payable in five years. The proposition was deemed liberal and unanimously accepted. The ground on which the new building was to be situated, was donated by ALFRED M. HOYT, the proprietor of the Hoyt Plat, and CURTIS EMERSON, of the Emerson Addition. The extent of ground donated consisting of an entire block, bounded by Hoyt, Jefferson, Emerson and Cass streets; the present site of the Hoyt Street School. The building was finished in the year 1852. The foundation and basement was of lime stone, and used for storage purposes. The building was two stories in height and substantially built. The first floor was divided into two rooms for primary scholars, with a hall running through the center from east to west, and a side hall with stairway leading to the second floor. The second floor contained one large room for advanced scholars, and two recitation rooms. The building was long and favorably known as "The Academy," and was destroyed by fire in the year 1871. When built it presented an imposing appearance, among the small dwellings of the town. The bayou that for so many years marred the beauty of the town and has cost so much to fill and sewer, ran then through the center of the town from Johnson street to the extreme southern limit, and the only means of crossing was at Genesee street. A bridge was built across it at Hoyt street, and a plank walk from Washington street to the bridge. The route to school was up Washington

to Hoyt and across the bridge, but few people lived on the east side of the bayou, and it was mostly forest. There was then quite a little hill from the western side of the building to the margin of the bayou. This hill was the coasting ground in the winter "for the boys" and girls too, and the bayou afforded fine skating from Hoyt to Genesee street. Their play-ground was virtually unlimited, as the beautiful forest of Maple, Oak, Beech and Elm, approached to the eastern side of Jefferson street. The first teachers were MISSES RICE, DEAN and MESSER, and very soon MISS NELLIE LITTLE was added to the corps. They were faithful efficient teachers, and caught the enthusiasm and pride with which the early settlers viewed their "Academy," and shared with them the courage and pluck with which they went to work to build a city in the wilderness. MISS RICE acted as Principal. This estimable lady is still living, she has devoted her life to the cause of education, and now occupies an honored position in the State Normal School at Ypsilanti. MISS DEAN became the wife of MR. WILLIAMSON, first editor of the *Saginaw Enterprise*, and removed with him to the West. MISS MESSER, subsequently MRS. NORMAN L. MILLER, resided at Saginaw City until her death, which occurred a few weeks since, and MISS LITTLE (MRS. G. A. LATHROP,) still resides at East Saginaw, an esteemed resident of the city. The fall term of 1853 opened with MR. J. O. SELDEN, as principal, assisted by MISSES CLAIR and EMELINE DEAN. Philosophy, Physiology, Algebra, Music and Book-Keeping were among the branches taught that term. MR. SELDEN was succeeded by JARED WARNER, as Principal, assisted by MISSES RICE, GILLET and others. MR. WARNER was a very popular teacher. He was a graduate of Yale College, and a great favorite with the scholars. He died during the year, universally regretted. The children attended his funeral, and the boys, by subscription among themselves, raised some funds and erected a fence around his grave. His remains lie in Brady Hill Cemetery. DR. R. H. STEEL succeeded him, but taught for a short time only. He was then succeeded by

our townsman, PROF. A. L. BINGHAM, who took charge December 21st, 1855, and held the position for four years, when he became Principal of the Saginaw City schools. Under MR. BINGHAM's management the school attained a high degree of success; he was strict in discipline and determined that scholars should progress in their studies, and he accomplished his undertaking. During the war, MR. BINGHAM changed his peaceful occupation as an educator of the youth and joined the Union army, and did good service in the "dark days" of our country's history. In 1857, the First Ward School was established on the site of the present Crary School. After MR. BINGHAM's resignation in October, 1859, principals followed each other in rather rapid succession, until the fall term of 1861, when MR. MYERS took charge. He taught the schools until the spring of 1865, with an able corps of assistant teachers. At this time the Central School building was projected and several primary schools were taught in different parts of the city. The German population of the city, increasing in numbers, German was taught in the public and in private schools. The German Schools became a part of the Public School system in 1870. The first Principal of the Central or High School was WM. S. TENNANT, now Circuit Judge of this District. He was succeeded in 1866 by PROF. ESTABROOK, now of the Normal School at Ypsilanti, whose long faithful and able labors brought the schools to a high grade of efficiency and established them on a solid basis. He in turn was succeeded by the present able Professor. Both of these gentlemen were seconded in their labors by a faithful corps of Assistant Teachers and a Board of Education of liberal and enlightened views. It is not our present purpose, and it would be impossible to mention the names of the assistants, who have from time to time occupied positions in the public schools. The duties of the primary teacher are very important. The young idea first learns to shoot under their supervision, and it has been the aim of the school authorities to secure excellent primary teachers. It may not be out of place, however, to mention the

names of Miss GILLETT, (now Mrs. NELSON, of Manistee,) who labored long and faithfully in the early days, as a primary teacher; also the MISSES ASHMUN and WOODRUFF, and the labors of Mrs. OBENAUER, as a teacher of German. Their labors for so many years entitle them to this mark of respect without disparaging others.

The schools of the young city of East Saginaw were first graded in 1860 into three departments, to which in 1866 was added a fourth, the High School.

These departments from the first, contained in theory and largely in fact, all those elements which have been so influential in making the schools of Michigan efficient and popular. They were *free*, suitably *graded* and from 1866 carefully *supervised*. Growing with the city, which has from its foundation been noted for the enterprise and generous public spirit of its citizens, the schools have shared liberally in the interest of the people and caught largely the same progressive spirit.

The plan of the Board of Education has been to meet by generous arrangements and far seeing care, all the educational wants of the public, and it has so fully succeeded in this that there are no private schools in the city, unless a Business College may be so called. Two church schools are maintained, one by the Catholics, employing three teachers, and one by the Lutherans, in which one teacher is engaged.

In the public schools fifty teachers are employed instructing daily two thousand two hundred pupils, who represent the school going portion of a census list of 4,733 names.

The aggregate salaries of these teachers are \$28,000 per annum. The salaries of the ladies range from \$400 to \$700, while the three gentlemen receive \$800, \$1,100, and \$1,500, respectively. These teachers occupy ten school buildings. No large central building has been erected at great expense, compelling heavy taxes and long walks by children in remote lying districts; but, as was certainly the wiser course for a city so large territorially as East Saginaw, commodious and elegant buildings have been erected in every Ward in the city, bringing



the invitations of the school room almost to the doors of the people.

The aggregate value of school property is \$200,000.

Five of the buildings, seating 1,300 pupils, have been erected or purchased within the last two and one-half years, and are as convenient in arrangement and as complete and well adapted in all respects to the purpose of their erection as the best skill can make them.

The oldest building used has been occupied but eight years, another but six years, and the remaining eight since 1870 or later.

Notwithstanding this rapid increase in school accommodations, such has been the care of those in charge of these matters to avoid unnecessary expense and secure the greatest returns for the money expended, that the school taxes have been less on the dollar of assessed valuation than in the neighboring cities of the Valley.

#### THE COURSE OF STUDY

Extends over thirteen years. The first five years constitute the Primary Grade, the sixth and seventh years are called Intermediate, the next two, the Grammar grade, and the last four belong to the High School course.

The instruction in the first three years of the course is largely oral, comprising a course in object lessons and numbers, while home geography receives in these years great attention, and pupils become familiar with the *City*, its wards, streets and public buildings; the *County*, with its rivers and places of local importance, and the *State*, with its rivers, railroads, cities, institutions, and products.

They are further given a geographical outline of the *World*, its continents with their leading characteristics of form, climate, products, inhabitants, &c. After which the *United States* receives more definite attention. This is accomplished without a text-book, and constitutes both a very valuable outline of geography to those who may go no farther, and the best possible preparation for the study of the subject from the text-book.

Upon the same principle the pupils are taught the elementary facts of number, and are made expert in the fundamental operations of arithmetic before they are put to the study of the subject from the text-book.

The studies of the Grammar Grade include the common English branches, German and Algebra; while the High School with its several courses affords opportunity for preparation for any of the courses of the University of Michigan, or for an extended academic course with German and French, or for a complete Commercial Course, including Book-Keeping, Commercial Law and cognate branches.

A suitable apparatus affords opportunity for illustration in Chemistry, Natural Philosophy, Astronomy, Anatomy, and Mineralogy.

An Ungraded Department is also maintained, in which those who are not able to attend the entire year, or who desire to devote especial attention to particular branches, are afforded advantages they could not obtain in the classes of the regular course. Those who can attend but a short time; those who have never had the advantages of a full graded course; those who wish to review their studies preparatory to teaching, and those who fall out of the regular classes, are the persons who find special advantages in this department.

Drawing is taught carefully and systematically in all the classes except the High School. The instruction in this branch is given by the regular teachers under the direction and supervision of a teacher especially employed therefor. The same is true of Penmanship.

The German language here receives greater attention than elsewhere in the State. About 450 pupils are pursuing this study, of whom about 100 are of American parentage. The course in German is so arranged that the study of that language may be begun at either of three different points; at the very outset of school life, at the entrance to the Grammar School, or the High School. Most children of German parentage prefer to attend the German-English Department, in which

the two languages are studied side by side in parallel courses through the several grades.

The increase in attendance at the public schools may be understood from the following statement, showing the attendance in the three last years at the close of the months named :

	April.	September.	December.
1871.....	.....	1,621	1,490
1872.....	1,524	1,672	1,621
1873.....	1,596	1,820	1,763
1874.....	1,895	....	....

This does not include the Seventh and Eighth Wards, and denotes actual attendance, not enrollment. This indicates an average increase of 170 per year for the last *three* years, and of 300 for the last year, or 20 per cent. nearly in a single year.

Below we annex in tabulated form the names of the several school houses, location, material used in construction, number of school rooms in each building, number of sittings, and value of the grounds and buildings :

Name of School Houses.	Ward.	Location.	Built of.	No. School rooms	No. of Sittings.	Value of Furniture, Buildings, and Grounds.
Potter.....	1st.	Corner of Fifth and Warren streets .....	Wood	4	236	\$ 6,500
Crary.....	2d.	Corner of Carroll and Webster streets.....	Brick	4	264	25,000
Houghton..	3d.	Johnson, between Eighth and Ninth streets...	Wood	4	222	6,500
Germania..	3d.	Corner of Third and Tuscola streets.....	Brick	8	462	25,000
Central....	3d.	German, between Clay and Rockwell streets...	Brick	7	510	40,000
Jones.....	4th.	Cherry, between Ninth and Tenth streets....	Brick	2	118	7,000
Hoyt.....	5th.	Bet. Hoyt, Emerson, Jefferson and Cass sts...	Brick	6	325	37,000
Emerson...	6th.	Between Merrill and Mott streets.....	Brick	4	211	9,500
Wadsworth	6th.	Germany Colony Road, near Genesee.....	Wood	1	40	600
Sweet.....	7th.	.....	Brick	4	227	12,500
Salina.....	8th.	Mackinaw street.....	Wood	4	304	8,000

We are confident that few cities of even greater age than East Saginaw can furnish a better exhibit. Very great attention is paid to educational matters here, and much is due to the effort of our School Board, a list of whose members may be found in another place.

## FOUNDRIES AND BOILER SHOPS.

## PIONEER BOILER WORKS.

This place of business is rightly named, being the first boiler shop built in this city, at a time when the city was only such upon paper.

In 1857, Mr. THOMAS STEELE, the proprietor of the works, came to East Saginaw, and upon being earnestly solicited by leading mill men and tug owners, who knew his excellent ability as a mechanic, to begin the boiler-making business in the city, he consented and built his present shop, a fact he has never had cause to regret, as his business ever since has been second to none outside of Detroit, and in late years has closely rivaled the best shops in the latter named city.

The works are situated on the corner of Washington avenue and Mason street, and are built in a thoroughly substantial manner. When Mr. STEELE began business, that portion of the city was covered with the original forest trees which had to be removed in order to permit the erection of the buildings, and in some instances the tools for the making of the boilers were fastened to the stumps. The boiler works are models of the kind, and have every modern improvement in the way of tools which are all run by a powerful engine, an innovation in the work of boiler-making first introduced by Mr. STEELE, though now largely followed by all first-class establishments.

Mr. STEELE, by close attention to business and care in the selection of his iron and manufacturing of boilers, has built up for himself a reputation for good work and as a reward for honest industry has become rich in this world's goods. The work manufactured at this establishment embrace marine and mill boilers of every description, while the work of making salt pans is made a specialty. Not less than ten men are at any time employed, and sometimes as high as forty, while any sized boiler can be built for either mill or marine purposes.

## WICKES BROS. FOUNDRY.

Among the men of enterprise amongst us who have aided in building up the city and at the same time gathered about them a comfortable competency as a return for labor expended, may be mentioned the Messrs. WICKES BROS., whose extensive works are situated on North Water street. The firm commenced business in the city about thirteen years ago, and by patient industry combined with able executive ability, have at this writing an establishment capable of turning out as fine work as is found in the country.

Among many inventions which this firm has brought out and perfected, may be mentioned one of their most recent productions as likely to be of great value to mill men, and a source of revenue to the concern. It is an improvement in gang sawing.

The improvement consists simply of a square forged iron planer (or trimmer) head, six inches on its sides and eighteen inches long, with two knives bolted to it of the same length—similar to any wood planer. This head terminates in a round arbor at its ends, journaled in bearings directly in front of and on a level with top of first gang feed roller, and made to revolve toward the log by belt at a speed of about 1,300 revolutions per minute.

The log is rolled on to a light buggy at the back end and on a bar (or skid) near the front end, with a notch (or saddle) in each that centers it, and enough lower than the trimmer to allow of its being dressed flat on the under side from four to ten inches wide, the skid moving with the log until it reaches the first feed and press roll, when it is released by its own weight, having reached the end of the ways on which it slides—the log requiring no fastening whatever until it reaches the saws. This enables the manufacturer to send all of his small and rough logs through independent of any other machine at one process, economizing both time and labor. The first machine was placed in the mill of Messrs. PIERSON, WRIGHT & Co., of Saginaw City, where it is now in operation.

The work made in this foundry will compare favorably with

that of any in the State, and comprise every description of brass and iron casting used in marine or mill work. In this connection attention might be called to the great facilities for the extension of iron founding, especially in the line of agricultural implement-making. In this particular province the opportunity is limitless in extent for the successful prosecution of this branch of a profitable business. We do not cast the least reflection upon the able and enterprising gentlemen in our city at present engaged in iron founding, when we say that no city in the State offers better inducements for profitable investment of capital in this direction than East Saginaw. Iron and coal can be obtained at as reasonable rates as in any other locality, while the various mediums of conveyance gives every facility for the shipment of the articles manufactured to all parts of the Union. In this we more pointedly refer to such branches of iron founding as the making of stoves and agricultural implements, which with the rapid development of this immediate part of the State will find a very large local demand, which in the event of home supply being lacking, will have to satisfy the daily increasing demand by application to other markets. We have now three well-established foundries in the city—BARTLETT & Co., and CHAS. MERRILL, both situated on South Water street, where, with WICKES BROS., of which we have more fully spoken, are all kept busily engaged in filling the various demands of our river and milling interests, leaving a broad and vacant field for others in the separate lines we have before mentioned. To men of capital this field is an inviting one. With the gradual decline of lumbering in this county—and by this we mean the removal of the pine—the attention of the population will naturally turn to agriculture more fully than it is at present. The rich bottoms filled with alluvial deposits offer strong inducements to the farmer, and we are justifiable in boldly stating that Saginaw county is yet destined to be the garden of the State.

With this patent fact in view, it is not saying too much to assert that no better location can be found in which to estab-

lish manufactories for stoves, plows, reapers, and all descriptions of tools for farming purposes, the consumption of which in this section of the country alone, within the next ten years, will simply be enormous, saying nothing of the exhaustless market for all such goods found along the shore as far as Mackinaw.

While all of this may be a digression from the legitimate purposes of this work, which is to give the reader a description of what we *have* in the line of manufacturing interests, more than what we have *not*, still, while being possibly a reiteration of the same thoughts found in various other places, we cannot consistently forego the presentation of this most important fact, that no better opening or opportunity is presented than is found right in this city for the successful establishing of the distinctive branch of iron founding spoken of, which in a few years would reach gigantic proportions. Before concluding this portion of our subject we would hint at the supply of all descriptions of hardwoods found in close proximity to this city, which are necessary in the making of agricultural implements, and which may be appropriately spoken of under the general head of Foundries. The idea prevails to a great extent among non-residents and those unacquainted with the county of Saginaw, that we have nothing but pine in the way of wood. Our supply of all descriptions of the best hardwoods is unlimited in extent, and the manufacturer has only to create a demand in order to have it fully supplied. In short the supply of crude material for the feeding of agricultural implement manufactories can be obtained at figures which will compare favorably with any other locality in the country, leaving a handsome margin in the way of profits on the articles made.

## TANNERY.

There is but one Tannery in Saginaw County on the east side of the river, and that is the well known concern of F. W. CARLISLE & CO. This tannery was first started in 1864. It was burned in 1866, and was rebuilt the same year. It is located near the East Saginaw Salt Works, in the northern part of the city. Its capacity is 16,000 sides per annum, and it is crowded to its full capacity. The number of men employed is ten. The hides which are manufactured into leather here are all purchased from the markets in this city and this immediate vicinity. The bark used is procured on the line of the F. & P. M. Railway, and is shipped here by rail.

All the leather manufactured finds a ready sale here, as the demand is more than equal to the home supply, and this demand is constantly increasing. F. W. CARLISLE & Co. have a store in this city, on the corner of Water and Tuscola streets, which they have occupied continuously since May 1st, 1862, and we believe they have longer occupied one location than any other firm in the city. The business is under the immediate supervision of FRED. W. CARLISLE, whose business character may be summed up in the words, "pluck, push and perseverance."

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## U. S. LAND OFFICE.

The United States Land Office, which has been for many years one of the institutions of East Saginaw, was formerly located at Flint, and was known as the "Genesee Office." The following order, numbered 573, will explain itself:

NOTICE—In relation to the removal of the Land Office from Genesee to East Saginaw in Michigan.

In accordance with the provisions of the Act of Congress, entitled "An act authorizing changes in the location of Land Offices," approved March 3, 1853, it is hereby declared and made known, that the Land Office for the sale of public lands at Genesee, in the State of Michigan, will be removed to the town of East Saginaw, in said State, at as early a period as practicable.



Further notice as to the precise time of removal will be issued by the Register and Receiver of the Genesee Land Office.

Given under my hand, at the city of Washington, this 14th day of January, A. D. 1857.

THOS. A. HENDRICKS,  
*Commissioner of the General Land Office.*

By order of the President:

Following this order appeared the order for removal as below:

NOTICE—In regard to removal of U. S. Land Office from Genesee to East Saginaw.

In accordance with Order No. 573 of the General Land Office, of date January 14, 1857, and instructions received at this office, notice is hereby given, that this Office will be closed from and after March 20th, 1857, at Genesee, and re-opened for business on the 1st day of April, 1857, at East Saginaw, State of Michigan.

Given under our hands at the Land Office, Genesee, Michigan, this 26th day of January, 1857.

WM. M. FENTON, *Register.*  
R. BISHOP, *Receiver.*

Upon removal to East Saginaw, the office of Register was filled by MOSES B. HESS, Esq., and that of Receiver by the late Col. W. L. P. LITTLE. These gentlemen held their respective offices until the inauguration of President LINCOLN. Hon. J. F. DRIGGS became Register, and C. K. ROBINSON, Esq., Receiver, in April, 1861. Mr. DRIGGS was elected to Congress in 1862, and retired from the Land Office in the early part of 1863, his place being filled by H. C. DRIGGS, Esq. In 1866, ANDREW JOHNSON made several changes among Government officers in the United States, and Messrs. C. K. ROBINSON and H. C. DRIGGS were among the decapitated ones. Their places were filled by M. W. QUACKENBUSH as Receiver, and ISAAC WORDEN as Register. These gentlemen remained in office until the fall of the JOHNSON dynasty, when THOMAS SAYLOR was appointed Receiver, and HENRY C. RIPLEY was made Register. These gentlemen held their offices four years when ROBERT L. WARREN was appointed Receiver and W. R. BATES Register. They took possession of the offices May 10th, 1871. October

1st, 1872, R. L. WARREN resigned the office of Receiver, when Major ALBERT A. DAY was appointed Receiver.

The present officers are W. R. BATES, Register, ALBERT A. DAY, Receiver.

Since the establishment of the office in 1836 there have been the following number of locations, varying in amount from fractions of less than an acre to several hundreds of acres under one entry in the cash sales, and up to 160 acres in the Scrip, Warrant and Homestead locations:

No. Entries located with cash.....	12,146
“ “ “ “ warrants.....	8,791
“ “ “ “ Agricultural College scrip.....	2,215
“ “ “ “ under Homestead laws.....	2,948

There have been out of 2,948 Homestead entries, but 753 homesteads finally proved up.

This land district embraces the following territory:—The counties of Lapeer, Genesee, Shiawassee, Saginaw, east part of Gratiot, Tuscola, west part of Huron, Bay, Midland, Gladwin, east part of Roscommon, Ogemaw, Iosco, Alcona, Oscoda, and east part of Crawford. There remains unsold in this Land District about two hundred thousand acres of Government lands at \$1.25 and \$2.50 per acre, according to location relative to railway lines.

As will be seen from the above enumeration of counties in this District, the District only extends to the south line of Alpena County, the counties of Alpena, Montmorency, Presque Isle, and the east half of Otsego and Cheboygan are still in the Detroit District. When they were placed there the means of communication were such that Detroit was much nearer to them in point of time. Now by railroad and steamboat facilities we have daily communication with them, and so far as distance is concerned these counties should be attached to the Saginaw Land District.

## THE EAST SAGINAW POST OFFICE.

Perhaps nothing can more clearly illustrate the rapid growth of the business of East Saginaw than a comparative statement of the amount of business transacted at the Post Office for the years ending June 30th, 1866, and June 30th, 1874, which we print below :

	1866.	1874.
No. Clerks employed.....	2	5
“ Registered letters sent.....	280	1,070
“ “ “ received.....	192	1,358
Amount paper postage.....	\$333 16	\$941 71
“ Box Rent.....	466 00	2,150 00
“ received for Envelopes and Stamps.....	7,616 00	14,217 11
No. Letters received per week.....	3,175	15,000
“ Lock Pouches sent daily.....	9	22
“ Domestic Money Orders issued.....	636	4,479
“ “ “ paid.....	155	2,826
Amount Domestic Money Orders issued.....	\$9,990 21	\$74,540 14
“ “ “ paid.....	3,072 37	55,848 85
Average per day of Money Orders issued.....	2	14
“ “ “ paid.....	1	9
“ amount of each order issued.....	\$15 70	\$16 64
“ “ “ paid.....	19 17	19 76

There have been as many letters registered at this office for the quarter ending June 30th, 1874, as were registered during the whole year ending June 30th, 1866, and nearly as many registered letters received as during that period.

Often there are more money orders issued in one day at the present time than were then issued in an entire month; and more orders are paid per day on an average than for three weeks' average at that time. The amount of postage on regular printed matter for the last quarter is equal to that for the year ending June 30th, 1866. The box rent yearly is nearly five times as much.

The receipts for stamps, &c., are about twice what they were at that time, which shows a corresponding increase in that

respect, when it is recollected that there has been a reduction since then in all foreign postages of 50 to 75 per cent., and that the postages on printed transient matter has been virtually reduced one-half within the past year, and the fact that there have been sold at this office 60,000 postal cards the past year, instead of 3-cent stamps.

Since Col. LOCKLEY took charge of the office, he has found it necessary to double its capacity in every respect, and for the most to quadruple it. He has introduced every desirable improvement in the way of space, boxes, drawers, etc., and has placed at his own expense several letter-boxes for the convenience of business men at different street corners.

W. GLOVER GAGE, Esq., the Deputy Post Master, has given perfect satisfaction.

When the proper showing is made to the Postoffice Department of the large increase in the business of this office, and the need of additional clerks, it will probably be created a first-class office with additional compensation. It is safe to say that the present management is the most popular of any ever in control of it.

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## EAST SAGINAW BANKS.

### THE MERCHANTS NATIONAL.

In November, 1855, W. L. P. LITTLE & Co. opened a private banking office in the rooms now occupied by W. J. BARTOW, Esq. In August, 1856, the office was removed to the Bancroft House block, where the Lumber Exchange is now located. The capital was \$10,000. This was until 1860 the only bank or banking office in the following counties: Saginaw, Bay, Tuscola, Alcona, Iosco, Alpena, Midland, Gratiot, Isabella and Cheboygan. In October, 1856, JAMES F. BROWN, Esq., the present well-known and highly esteemed President of the Merchants National Bank, became connected with the bank of W. L. P. LITTLE & Co. in the capacity of general utility man. He not only paid out money, wrote drafts and attended to

correspondence, but collected checks and drafts, built fires and swept out the office.

In 1860 the capital was increased to \$20,000, which was ample for the business transacted. In August, 1865, the organization of the "Merchants National Bank" was first discussed; in October of that year a charter was granted, and on January 1st, 1866, the banking office of W. L. P. LITTLE & Co. was merged in the Merchants National, with W. L. P. LITTLE as President, JAMES F. BROWN, Cashier, and DOUGLASS HOYT Assistant Cashier. Col. LITTLE died in December, 1867, and immediately thereafter JAMES F. BROWN was elected President, DOUGLASS HOYT Cashier, and L. C. STORRS, Esq., Assistant Cashier.

In 1864, ED. H. PAUL became connected with the institution, and for nine years performed in a highly satisfactory manner the duties of Teller. Last year, on account of the partial failure of his eyes, he was compelled to leave the institution. The present officers are, J. F. BROWN, President, and DOUGLASS HOYT, Cashier. The office of Assistant Cashier having been dispensed with, L. C. STORRS, Esq., being at present Assistant Treasurer of the F. & P. M. Railway.

When this Bank was first organized under the National Banking Law, its capital was \$200,000. Since that time an elegant stone building has been erected for it on Washington avenue, at an expense of over \$50,000, and its present capital and surplus is \$370,000.

The following is a copy of deposits for one quarter in each year since 1865:

April, 1866.....	\$192,000
“ 1867.....	241,000
“ 1868.....	221,000
“ 1869.....	256,000
March, 1870.....	305,000
“ 1871.....	334,000
April, 1872.....	445,000
Sept. 1873, (before panic).....	373,000
May, 1874, (after panic).....	236,000

There is no stock of this Bank for sale.

## FIRST NATIONAL BANK.

The First National Bank has a capital paid in of \$100,000, with an authorized capital of \$250,000. The Bank was opened in January, 1865. Since that time semi-annual dividends of from five to seven per cent., over and above all taxation, have been paid to the stockholders. The present surplus is over \$40,000. It is stated that no bad debts have been contracted, and the institution is in a flourishing condition. The office is in the Bancroft House Block, on Washington avenue. Its officers are—E. T. JUDD, President, and L. A. CLARK, Cashier. The Board of Directors consists of E. T. JUDD, W. G. WOOD, S. H. WEBSTER, W. H. WARNER and D. W. C. GAGE. The first officers were E. T. JUDD, President, C. K. ROBINSON, Cashier, and L. A. CLARK, Teller, and its capital when first started was \$50,000.

## SECOND NATIONAL BANK.

(FORMERLY C. K. ROBINSON & CO.)

A history of the Second National Bank of this city would be incomplete without a reference to the Banking House of C. K. ROBINSON & Co. This Bank was established in January, 1866. The building being erected upon a portion of the ground where the old Exchange Hotel stood "before the fire." The capital with which the Bank started was \$20,000, of which C. K. ROBINSON, Dr. GEO. W. FISH, W. W. WOODHULL and N. C. RICHARDSON, each put in \$5,000. Mr. ROBINSON was made Manager and WILL E. MCKNIGHT Teller and Book-Keeper. In the fall of 1867, Mr. WOODHULL having sunk \$100,000 in a Hop speculation, retired and withdrew his interest. In 1868 Mr. RICHARDSON died, and his interest was withdrawn. In the summer of 1870 Dr. FISH withdrew his interest, and in December, 1870, W. E. MCKNIGHT became disconnected with it, leaving "C. K.," as he is known, the sole representative of the original concern. In January, 1871, ALICE L. COATS became an equal partner with Mr. R., having invested \$5,000.

On the 12th of March, 1872, the banking house was changed to The Second National Bank of East Saginaw. The capital

was made \$200,000. The first officers were C. K. ROBINSON, President, R. G. HERR, Cashier, and W. H. COATS Assistant Cashier. Directors—C. K. ROBINSON, R. G. HERR, A. B. WOOD, GEO. W. MORLEY, and F. P. SEARS.

The present officers are R. G. HERR, President, W. H. COATS, Cashier; Directors—C. K. ROBINSON, R. G. HERR, GEO. W. MORLEY, A. B. WOOD, and C. L. ORTMANN, the capital remaining \$200,000.

This is one of the strongest and most reliable institutions in the State.

#### PRIVATE BANKS.

In addition to the three National Banks East Saginaw has two private Banks, that of JOHN GALLAGHER & Co. and THURBER & HOLLON. The former Bank was organized in January, 1870. The latter several years previous. Both of these houses are well and favorably known in the State and at home. The esteem in which they are held in business circles may be estimated when it is said that JNO. GALLAGHER, Esq., is the present Treasurer of the City, while J. A. HOLLON, Esq., is the present City Controller.

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#### EAST SAGINAW LUMBER EXCHANGE.

The Lumber Exchange of East Saginaw is a private enterprise, started by Hon. CHAS. V. DELAND, May 1st, 1874, who is the Secretary and sole manager of the concern.

The object of the Exchange is to furnish a headquarters for the Lumbermen of the Saginaw Valley, and to bring the buyer and the seller together under the most convenient and favorable circumstances for the transaction of their business, and answers all the legitimate purposes of a combined Intelligence Office and a Board of Trade.

It is located in the rooms formerly occupied by the "Merchants National Bank" in the Bancroft House block, on Genesee street, and fitted up and furnished in good style, with desks, chairs, and all the necessary and usual conveniences for

business and correspondence. The daily newspapers from the principal cities known as centres of the lumber trade, commercial reports, general correspondence, vessel and railroad freights, insurance rates and tariffs, price lists, and daily market reports are amply provided.

The Exchange is kept open for business purposes and the use of members from 8 o'clock A. M. until 10 o'clock P. M. each day. The manager also furnishes for the benefit of the members of the Exchange a daily report from the Boom Office of the number of logs ratted and to be delivered at the several mills each day.

Any individual, firm or company engaged in the manufacture of, and dealing in lumber, shingles or salt, the sale of logs and timber, owners of regular transportation lines by rail or water, and pine land dealers, may become members by paying the sum of thirty dollars per annum for each such person, firm or company, composed of not more than three persons, and signing the regulations. Buyers and dealers from abroad become members by entering their names upon the register, and have access to all information that can be conveniently furnished by the Proprietor, free of charge, during their stay in the Valley.

The manager has established, in connection with the Exchange Rooms and on the same floor, a Telegraph Office, Railroad Ticket Office, combining all the principal routes East, West, North and South at the lowest current rates, an Insurance Office embracing both fire and marine, and is also connected, as managing editor of the *Daily Republican*, of East Saginaw, forming, when taken together, a combination of offices directly in the business channel of every commercial interest connected with the Saginaw Valley.

The following are the names of individuals and firms who have become members of the Exchange, viz. :—A. P. Brewer, W. J. Bartow, Burnham & Still, Gebhart & Estabrook, Duncan & Gamble, R. G. Horr, A. H. Mershon, Chas. L. Ortmann, Geo. Lockley, S. & C. McLean & Son, Hunter Bros., C. & E.



Ten Eyck, Wright, Wells & Co., Ryan, Johnson & Co., (Saginaw & Sandusky Transportation Co.,) Eddy, Avery & Co., J. H. Hill & Sons, Lockwood, Swift & Co., Warner & Eastman, Geo. C. Warner, E. F. Gould, T. Saylor & Co., W. R. Burt, S. H. Webster, J. J. Quackenbush, Albert A. Day, Wm. R. Bates, J. W. Howry, Grant & Saylor, F. F. Gardner & Son, D. F. Rose, Wm. Callum, James Talbert, John Mason, John G. Owen, Youmans & Van Winkle, Terry, Seely & Co., H. T. & J. M. Wilson, Thomas Nester, McCormick & Eddy, Thos. Edsall, E. H. Scott, D. Wright & Co., Chas. Merrill & Co., Shaw & Williams, Pierson, Wright & Co., John Callum, E. M. Pitcher & Co., B. Higgins, A. T. Bliss & Bro., Cross, Wright & Co.

### CITY GOVERNMENT.

The following is a list of the Officers of the City of East Saginaw, for the present year :

#### COMMON COUNCIL.

*Mayor.*—HERBERT H. HOYT.

*Clerk.*—ASAHEL CHASE.

*Aldermen—1st Ward.*—Wm. J. Bartow, Martin O'Brien.

*2d Ward.*—Charles TenEyck, Adam Wegst.

*3d Ward.*—Marshal G. Smith, Daniel Forrest.

*4th Ward.*—George P. Butler, Irving M. Smith.

*5th Ward.*—John C. Valentine, Ferd A. Ashley.

*6th Ward.*—M. C. Osborn, R. H. Loomis.

*7th Ward.*—William Mowbray, Wm. H. Cambrey.

*8th Ward.*—Henry H. Bradley, Henry M. Youmans.

#### CITY OFFICERS.

*Assessor.*—Augustus Schupp.

*Attorney.*—B. M. Thompson.

*Controller.*—Jos. A. Hollon.

*Clerk.*—Asahel Chase.

*Director of the Poor.*—Anthony Grohmann.

*Marshall.*—T. Dailey Mower.

*Physician.*—Dr. B. B. Ross.

*Treasurer.*—John Gallagher.  
*Deputy Treasurer.*—A. B. Wood.  
*Surveyor.*—F. H. Herbert.  
*Street Commissioner.*—Jacob Davidson.  
*Assistant Street Commissioner.*—John Blight.  
*Jailor.*—Wm. E. Leach. ●  
*Inspector of Gas Meters.*—George H. Watson.  
*Inspector of Fire Wood.*—James Gleason.  
*Scaler of Weights and Measures.*—Bruno Martin.  
*Pound Masters.*—A. Bohneiger, Ephraim Cole.  
*Scavenger.*—Peter Schneider.  
*Chief Engineer.*—George D. Walcott.

## BOARD OF POLICE COMMISSIONERS.

*President.*—H. H. Hoyt.  
*Commissioners.*—F. W. Carlisle, Chas. F. Shaw.  
*Clerk.*—Asahel Chase.  
*Attorney.*—B. M. Thompson.

## POLICE DEPARTMENT.

*Chief.*—T. Dailey Mower.  
*Captain.*—James Cannon.  
*1st Sergeant.*—James Nevins.  
*2d “* —James Welch.  
*3d “* —Thos. P. Oliver, with sixteen Patrolmen.

## FIRE DEPARTMENT.

*Chief Engineer.*—George D. Walcott.  
*Foreman.*—S. S. Ellsworth.  
*Groomsman.*—John M. Weaver.  
*Firemen.*—Douglass Clark, James Farrell, George Briest, Jacob Gallinger, Peter Burns, John Dunlap, W. D. Seyers.

## BOARD OF SEWER COMMISSIONERS.

*President.*—Joshua S. Stevens.  
*Acting Commissioner.*—Egbert TenEyck.  
*Commissioner.*—L. P. Mason.  
*Sewer Engineer.*—F. H. Herbert.  
*Secretary.*—F. H. Herbert.

## BOARD OF CEMETERY COMMISSIONERS.

L. P. Mason, B. B. Buckhout and J. A. Hollon.  
*Secretary.*—J. A. Hollon.

## BOARD OF HEALTH.

*President.*—Geo. P. Butler.

*Clerk.*—Asahel Chase.

*Health Officer.*—Dr. F. Massbacher.

*City Physician.*—Dr. Benjamin B. Ross. \*

*1st Sanitary District, composed of 1st and 2d Wards.*—Charles Straw.

*2d Sanitary District, composed of 3d and 4th Wards.*—L. Simoneau.

*3d Sanitary District, composed of 5th and 6th Wards.*—John Welch.

*4th Sanitary District, composed of 7th and 8th Wards.*—Dr. E. R. Knapp.

*Members at Large.*—Daniel Forrest, Martin O'Brien.

## RECORDER'S COURT.

*Recorder.*—George B. Brooks.

*Clerk.*—Walter H. Howlett.

*Deputy Clerk.*—Asahel Chase.

## STANDING COMMITTEES—1874-75.

*Finance.*—W. J. Bartow, I. M. Smith,

*Ways and Means.*—Ferd A. Ashley, M. G. Smith, Henry H. Bradley.

*Claims and Accounts.*—I. M. Smith, R. H. Loomis, J. C. Valentine.

*Streets, Northern District.*—M. G. Smith, Adam Wegst, Martin O'Brien.

*Streets, Southern District.*—Henry H. Bradley, George P. Butler, Royal H. Loomis.

*Fire Department.*—D. Forrest, M. C. Osborn, M. G. Smith.

*Health.*—Geo. P. Butler, Martin O'Brien, Daniel Forrest.

*Sewers.*—C. TenEyck, M. C. Osborn, J. C. Valentine.

*Ordinances.*—M. G. Smith, William Mowbray, W. J. Bartow.

*Street Openings.*—I. M. Smith, W. J. Bartow, Henry M. Youmans.

*Gas.*—J. C. Valentine, Wm. H. Cambrey, Martin O'Brien.

*Paving.*—Daniel Forrest, M. C. Osborn, C. TenEyck.

*Taxes and Assessments.*—Wm. H. Cambrey, I. M. Smith, C. TenEyck.

*Printing.*—Royal H. Loomis, Ferd. A. Ashley, Henry M. Youmans.

*Public Grounds and Buildings.*—M. C. Osborn, Wm. H. Cambrey, Adam Wegst.

## OUR FINANCIAL CONDITION.

The amount of taxable property, as nearly as may be ascertained, is \$3,300,000. The assessments have heretofore been made upon a basis of one-fourth of the actual value of the property to be taxed. If the State law demanding an actual valuation were carried out, the percentage of taxation would have been for the year 1874 one and thirty-seven and one-half one-hundredths [ $1.37\frac{1}{2}$ -100ths] per cent. This statute, providing for assessing property on its real valuation, has been always a dead letter upon our books. Should the city of East Saginaw follow it, then the amount of taxes to be raised in the county would be unequally divided, as the several towns would assess upon one-third or one-fourth of the valuation. On the other hand, should the County of Saginaw uniformly make its assessment upon real values, the State tax as between this county and others might be unequally divided. As the plan now is, Eastern capitalists are fearful that with a percentage of taxation, in some instances reaching five or six per cent., that they would be unable to realize from their investments. And this is natural enough when they do not understand the fact that a given amount is to be raised, and that the property upon which a tax is levied is not assessed at anywhere near its real value. For instance, if a piece of property is worth \$4,000, and is assessed at \$1,000, it really makes little difference so long as the amount of tax is the same. If it is assessed at \$4,000, the tax, we will say, would be one per cent.; if assessed at \$1,000, the tax would be four per cent. The amount to be paid remains the same. So there is not much reason in being frightened by a large per centage of taxation.

We have, however, had large amounts of money to raise, and our present bonded indebtedness is \$332,193.62, not including the water bonds, which are placed on long time and are expected to take care of themselves from water rates, ect., etc. This bonded indebtedness has been created for sewers, street

improvements, school buildings, Saginaw River improvement, assistance to plank roads, pavements, fire protection, steam fire engine, engine houses, City Hall site, gas posts, lamps, etc., highway, and other purposes.

The amount of bonds are all due in ten years, and is as follows, the 1874 bonds being all paid but \$7,400, not yet due:—

Amount payable 1874.....	\$48,400 00
“ “ 1875.....	10,925 00
“ “ 1876.....	49,200 00
“ “ 1877.....	59,400 00
“ “ 1878.....	24,700 00
“ “ 1879.....	60,888 62
“ “ 1880.....	37,500 00
“ “ 1881.....	27,500 00
“ “ 1882.....	1,000 00
“ “ 1883.....	12,500 00
“ “ 1884.....	200 00
<hr/>	
Total.....	\$332,193 62

This amounts to an average of \$48,000 per year, including principal and interest for ten years.

The average cost of the government of the city has been \$28,000 per year. The aggregate of actual public improvements for eight years has been \$776,197.53. This large sum has been expended as follows:—Highways, \$78,710.94; streets and sidewalks, \$204,443.92; sewers, \$146,256.27; fire department, \$25,000; city poor and criminals, \$73,500, and for miscellaneous purposes \$24,286.

The total amount of taxes levied for all purposes, excepting the schools for last year, was as follows:

For Street Improvements, special.....	\$29,841 79
“ Sidewalks.....	2,154 58
“ Cleaning ditches.....	54 25
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Total specials.....	\$ 32,050 62
City tax roll, 1873, total.....	208,446 41
State and County tax roll, total.....	58,873 92
<hr/>	
Total.....	\$299,370 95

In his report, Col. CHAS. V. DELAND, late City Controller, says, in alluding to the above recapitulation of city taxes:—  
“This is a large aggregate of taxation and calls upon all in authority to use every reasonable means to curtail the public expenses, and if possible to reduce and lessen the public burden. \*And yet few municipalities can show by an aggregate of corporate property, substantial public improvements and general prosperity; the result of public taxation; a comparatively lighter burden or a more prudent and generally beneficial use of the public revenues.”

A statement of Public School buildings, with the value of the same, may be found in another article headed “East Saginaw Schools.”

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### THE WATER WORKS OF EAST SAGINAW.

Perhaps no want has in the early history of this city been more keenly felt than a never failing supply of pure water. After much preliminary investigation it was deemed advisable to adopt the well known “Holly system.” After this had been decided upon, it devolved upon the people to decide from what source the water should be procured. Without rehearsing the arguments upon either side, we will simply give results: The Tittabawassee River at a point about three and one-fourth miles from the centre of the city, was decided upon as the best practicable place from which to secure the desired supply of water. Of course it would have been much cheaper to have secured the supply from the Saginaw River; but from the fact that the waters of the Saginaw are at this point rendered impure from the sewerage of the Saginaws and from other causes, and inasmuch as the supply secured must necessarily be of a quality sufficiently pure for culinary purposes, the final decision was undoubtedly wise.

The Board of Water Commissioners was formed under an act of the Michigan Legislature approved February 28, 1873. The first Commissioners appointed under this act were W. R.

BURT, JAMES G. TERRY, JOHN G. OWEN, CONRAD FEY, and H. H. HOYT. The officers elected were as follows:—President, JOHN G. OWEN; Treasurer, W. R. BURT; Secretary, FERD A. ASHLEY. The machinery contracted for cost \$32,000. The total cost of the Water Works to December 31, 1873, was \$273,354.29. The original amount authorized to be expended was \$300,000. On a special recommendation of the Governor during the late extra session of the Legislature, an additional issue of \$50,000 was authorized, thus giving a capital of about \$76,000 for interest, extensions and working expenses for the current year. To Mr. FERD A. ASHLEY, late Secretary of the Board, is due much praise for the complete and systematic condition of the records, maps, diagrams, etc., of the Water Board office. The present Board consists of Messrs. JOHN WELCH, CONRAD FEY, WILLIAM L. WEBBER, and JAMES G. TERRY, the latter gentleman acting as Secretary. The water works have been constructed at a time when money was scarce, and yet the bonds of the Board have been disposed of favorably. In the report of the Commissioners we find the following:—"The condition of the money market during the past season, and more especially since the financial panic in October, has made the negotiation of our bonds a matter of extreme difficulty, as that class of securities felt most this financial stringency. And the Board feel that they have been especially fortunate in being able to dispose of the large amount they have at so favorable a rate. The magnitude of the work to be done made constant demands for large amounts of money to keep the work progressing steadily, and the balance of the Board feel under great obligations to their Treasurer, Commissioner BURT, for his untiring efforts to provide the necessary funds, and also for a large amount of time given to a personal supervision of the entire work."

Since the completion of the works, several fires originating within the water limits which bid fair to prove disastrous, have been effectually subdued, and this fact has done much to establish the Holly system firmly in the affections of the public.

From a report of Secretary ASHLEY, relative to the official trial of the Water Works machinery, made January 10th, 1874, we take the subjoined recapitulation of results:

First trial on Potter street—6 one-inch streams; perpendicular 80 feet, horizontal 120 feet.

Second trial on Sixth street—6 one-inch streams; perpendicular 90 feet, horizontal 170 feet.

Third trial on Hoyt street—6 one-inch streams; horizontal 192 feet, perpendicular 100 feet.

Fourth trial at Baptist Church—1 one-inch stream; perpendicular 160 feet, horizontal 200 feet.

Fifth trial at Bancroft House—3 one-inch, 2 one-and-one-eighth, and 1 one-and-seven-eighth inch pipes; perpendicular 125 feet.

Sixth and seventh trial—Same pipes as above with 4 additional; perpendicular 120 feet.

The following extract from a circular prepared by Hon. W. L. WEBBER, Treasurer of the Board of Water Commissioners, under date June 1st, 1874, may be appropriately annexed to the above:—"There were issued in 1873 water bonds, bearing 8 per cent. semi-annual interest, to the amount of \$300,000.00. For the purpose of extending the pipes, and completing the works, the Legislature of Michigan, at its special session in March of the present year, authorized the issue of \$50,000 additional water bonds, provided a majority of the voters should favor such issue. The question was submitted at the special election held April 6, 1874, and a very large majority of the electors voting thereon, voted in favor of such additional issue. These bonds have been issued in accordance with the authority conferred, and are now offered for sale. They bear date May 1st, 1874, are in sums of \$500 each, and are payable twelve years from their date, with semi-annual interest coupons attached, payable on the first of November and May of each year, both principal and interest payable at the Merchants' Exchange National Bank in the City of New York. As an investment, no safer security exists. For the payment of both interest and principal the faith and credit of the City of East Saginaw are pledged, and all the property within the city is holden ultimately for the city debt."



## EAST SAGINAW SEWERAGE.

The sewerage of the city is done under the direction of a Board of Sewer Commissioners, consisting of three members, who are appointed by the Common Council, and hold office three years.

The Board has exclusive superintendence and management of all sewers, drains or pools now constructed, or to be constructed, and makes all rules and regulations relative to the use of sewers and private drains entering sewers.

The Board has power to devise and frame a plan of sewerage for the city, the plan showing location, direction and size of each sewer or drain, and such other particulars as may be necessary and proper for the purpose of presenting a complete plan of sewerage. When the plan of sewerage of the whole or a part of the city is prepared by the Board, it is required to be submitted to the Common Council, and if adopted by that body, to be filed in the office of Register of Deeds of Saginaw County, when the plan becomes the permanent plan of sewerage of the city, and all sewers must be laid in accordance therewith. Plans have been prepared for a large portion of the city, and under the system adopted, four and three-fourths miles of sewer has been laid, together with the necessary receiving basins.

To meet the cash outlay in the construction of sewers, the issue of sewer bonds to an amount not exceeding one hundred thousand dollars outstanding at one time, and payable in four, seven and ten years from date, is authorized.

The expense of the construction of sewers is borne partly by the city and in part by special assessment on the property benefitted, and payable one-ninth, together with interest on balance each year, until the whole amount is paid.

About 150 private drains have been connected with the pub-

lic sewers. All sewers now in use in the city have been laid under the system adopted, and the working of the same gives general satisfaction to all parties. The materials used for sewers is brick for all over eighteen inches in diameter, and less in diameter vitrified stone-ware pipe.

No stoppages in public sewers have occurred, and with the present supply of water none are anticipated. The outlay of money in this department of the city improvements gives general satisfaction both on account of the permanency of the work and the system observed, the people believing the money to have been judiciously expended. All private drains, as well as public sewers, are built under the direction of the Board, and the material to be used both as to kind and quality, is determined by the Board. The cost of sewers already built is \$145,000.

The Sewer Board consists of Messrs. J. S. STEVENS, E. TEN EYCK and L. P. MASON, with F. H. HERBERT as Engineer and Secretary.

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#### EAST SAGINAW GAS LIGHT COMPANY.

This company was organized April 20, 1863, with a capital stock of \$50,000. The first President was HENRY DAY, of New York; JAMES L. KETCHAM was first Vice President and Treasurer, and JULIUS K. ROSE, Secretary. Mr. CHARLES H. BURTON attended to the details, and informs us that in those halcyon days he sometimes entered the meters, made out the bills and collected them all in one day. This, however, does not seem so strange, when it is remembered that the number of consumers only reached about seventy-five at first.

In October, 1866, the capital stock was increased to \$150,000. In 1873 the "New Gas Works" were erected at a cost of \$75,000. They are the most complete of any in the State. Mr. HENRY HEAMES, of Detroit, constructed them. The company supply 600 consumers, with ten miles of pipe, and 100

street lamps. The present officers of the company are, J. K. ROSE, President and Treasurer; THOS. EDSALL, Vice President and Superintendent; CHAS. H. BURTON, Secretary; F. H. BURTON, Collector. The Directors are HENRY DAY, H. C. POTTER, THOS. EDSALL, J. K. ROSE and GEO. W. MORLEY.

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### EAST SAGINAW CITY RAILWAY.

The capital stock of this corporation is \$60,000. Length of the road is three miles; number of cars seven; number of horses twenty-six, and eleven men are employed. The officers are as follows:—W. J. BARTOW, President and Secretary; JESSE HOYT, M. B. HESS, JAS. F. BROWN, W. J. BARTOW.

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### OTHER ORGANIZATIONS.

#### MASONIC.

Owing to limited space we are unable to give the names of the officers of the several organizations in the city, but are compelled to confine ourselves to the name and date of organization of each.

Saginaw Lodge No. 77, F. & A. M., was organized in 1855. Its charter is dated January 10, 1856. Its first W. M. was M. B. HESS.

Salina Lodge No. 155, F. & A. M., was organized in 1862, with M. W. QUACKENBUSH as W. M.

Ancient Landmarks Lodge No. 303, F. & A. M., was organized in the spring of 1871, with C. H. GAGE, W. M.

Saginaw Valley Chapter No. 31, R. A. M., was chartered January 12th, 1864, with W. L. WEBBER as H. P.

Saginaw Council No. 20, R. & S. M., was organized July 25th, 1866.

St. Bernard's Commandery No. 16, was organized in 1866.

Saginaw Valley Conclave No. 4, of Red Cross of Constantine, was organized April 27, 1874, with D. J. EVANS as M. P. S.

ODD FELLOWSHIP.

O-Saw-Wa-Bon Lodge No. 74, was the first Odd Fellow Lodge organized here, and was organized June 2d, 1855.

Oriental Lodge No. 188, was organized in 1872, with LEROY H. DELAVERGNE as N. G.

The other Odd Fellow Lodges here are Hermon Lodge, Buena Vista Lodge, and Empire Lodge, the latter having been organized in August, 1874.

Valley Encampment No. 20, was instituted May 10th, 1866.

KNIGHTS OF PYTHIAS.

Saginaw Lodge No. 10, K. of P., was organized March 28th, 1873, with JAMES G. TERRY as C. C.

ST. PATRICK'S BENEVOLENT SOCIETY.

This organization was perfected March 1873. Its membership is 83. Its chaplain is Rev. RICHARD SWEENEY, with EDWARD MCSWEENEY as President and EDWARD H. DOYLE Secretary. Its numbers are large and its work is effectively done.

ST. ANDREWS SOCIETY.

This is a flourishing Society, and was organized June 29th, 1865.

SAGINAW VALLEY CALEDONIAN CLUB

was organized in 1868, with A. R. SUTHERLAND as Chief. This is also a flourishing society.

EAST SAGINAW RIFLES.

This military company was organized under a State law November 11th, 1873, and was mustered into service April 13, 1874. The President of the company is CHAS. F. SHAW, with A. A. DAY as Captain in command.

THE EAST SAGINAW LIBRARY ASSOCIATION.

On the 18th of August, 1865, this Association was organized with Dr. H. C. POTTER President, GEO. K. NEWCOMB and I. M. SMITH Vice Presidents, L. C. STORRS Treasurer, GEO. F. LEWIS Recording Secretary, and GEO. B. BOARDMAN Financial Secretary. It is still one of the institutions of the city.

### THE APPROACHING STATE FAIR.

When the authorities controlling the Michigan State Fair Association decided to hold their Fair in this city the present and succeeding year, the people subscribed liberally towards putting the grounds in proper shape, and doing all things necessary to make the Fair a success. The grounds and the buildings at this writing are in such state of completion that those who have seen other Fair Grounds and preparations in past years, unanimously express an opinion that these are the best ever occupied for this purpose in the State. The East Saginaw Driving Park Grounds of over fifty acres in extent are united with the Fair Grounds proper, thus giving an area of over seventy acres.

After entering the Grounds the first building approached is the Grand Stand, with a seating capacity of 4,000. The next building is Music Hall, immediately back of the Grand Stand. This building is 30x100 feet, with 16 feet posts. It is provided with platforms on the sides, and like all the other buildings is lighted from above. Art Hall is in the form of a Greek Cross, with cupola. Its size is 36x108 feet, with hollow centre, in which stands upon a platform a cone 14 feet square, for Floral Stand. Pomological Hall has two wings 36x104 feet, and two 36x100, with 16 feet posts, with cone for exotics, etc., and has shelving on all sides of the building. Manufacturers' Hall is 40x120 feet in size. This Hall is for manufactured goods and not for machinery. Vegetable Hall is 40x120 feet, and is the finest Vegetable Hall in the State. The Carriage House is 24x120 feet in size, with open sides. The Machinery Building is 50x200 feet, with three-inch plank floors, and has a row of posts in the centre standing on a corded sill running the entire length of the building. It is boarded on the east side, and has twelve arched entrances on the west side and ends. The

shafting is to be furnished by WICKES BROS, of East Saginaw. The Farm Implement Building is 24x100 feet in size. In the rear of this is the Poultry House, 20x90 feet. The Horse Stables embrace 300 stables, and the Cattle buildings the same number, with double stalls—a four foot alley running between the two rows of stables. The horse stables are each 6x12 feet, with locked doors, and feed boxes. There are 192 sheep and pig pens, 6x8 feet each, with sliding doors and roofs. Six acres have been set apart for a Cattle Ring. Water is provided from the city Holly water works.

The architect, F. W. HOLLISTER, Esq., of Saginaw City, is responsible for the style of the buildings, and should be creditably mentioned for his success in the matter.

The Premium List is the most extensive in the history of State Fairs. All the varied industries of our State are noted and encouraged. Cattle, horses, poultry, sheep, swine, foreign and domestic manufacturers of all kinds, the arts and trades, as well as the encouragement of speed in horses—all these receive attention. There are thirty premiums to Short Horn cattle; thirty to Devons; thirty to Herfords, and thirty premiums each to Ayershires, Alderneys and Galloways; while Grade and Native Cattle, Working Oxen and Steers, Fat Cattle and Herds receive large numbers of prizes.

Under the head of "Horses" we find large numbers of prizes offered to Thoroughbreds, Work Horses, Gentlemen's Driving Horses, Draught Horses, etc., etc.

In this article our space is so limited that we are unable to give a synopsis of the extended and excellent Premium List. The speed programme is as follows:—

#### DIVISION M—SPEED PREMIUMS.

*Superintendents*—C. W. GREENE, Farmington; D. W. HOWARD, Pentwater.

TUESDAY, SEPTEMBER 15TH.

No. 1—Premium \$225. Trotting best 2 in 3 to harness. For Three Years old Stallions, Mares or Geldings, owned in the State.

First Premium.....	\$100
Second Premium.....	75
Third Premium.....	50

No. 2—Premium \$550. Trotting, best 3 in 5 to harness. For horses that have never beaten three minutes.

First Premium.....	\$250
Second Premium.....	150
Third Premium.....	100
Fourth Premium.....	50

WEDNESDAY, SEPTEMBER 16TH.

No. 3—Premium \$300. Trotting, best 2 in 3 to harness. For Four Years old Stallions, Mares or Geldings, owned in State.

First Premium.....	\$150
Second Premium.....	100
Third Premium.....	50

No. 4—Premium \$550. Trotting, best 3 in 5 to harness, For horses that have never beaten 2:50.

First Premium.....	\$250
Second Premium.....	150
Third Premium.....	100
Fourth Premium.....	50

THURSDAY, SEPTEMBER 17TH.

No. 5—Premium \$300. Running Race, mile heats, best 3 in 5. Weight for age; free for all.

First Premium.....	\$150
Second Premium.....	100
Third Premium.....	50

No. 6—Premium \$340. Trotting, best 2 in 3 to harness. For Five Years old Stallions, Mares or Geldings.

First Premium.....	\$175
Second Premium.....	100
Third Premium.....	65

FRIDAY, SEPTEMBER 18TH.

No. 7—Premium \$900. Running Race, for two miles and repeat, weight for age; free for all.

First Premium.....	\$500
Second Premium.....	300
Third Premium.....	100

No. 8—Premium \$550. Trotting, best 2 in 3 to harness. For Stallions Four Years old and over that have made the present season in the State.

First Premium.....	\$250
Second Premium.....	150
Third Premium.....	100
Fourth Premium.....	50

## SATURDAY, SEPTEMBER 19TH.

No. 9—Premium \$550. Trotting, best 3 in 5 to harness. For horses that have never beaten 2:40.

First Premium.....	\$250
Second Premium.....	150
Third Premium.....	100
Fourth Premium.....	50

No. 10—Premium \$300. Trotting, best 2 in 3 to wagon. For Double Teams. This premium will only be awarded to teams that have been owned and driven together for at least three months prior to the trial. Horses driven single for sporting purposes, not entitled to compete.

First Premium.....	\$150
Second Premium.....	100
Third Premium.....	50

No. 11—Premium \$1,500. Trotting, best 3 in 5 to harness. Free for all.

First Premium.....	\$800
Second Premium.....	400
Third Premium.....	200
Fourth Premium.....	100

Arrangements have been made with all Railroads having interest in common with the development of the resources of Michigan, for half fare rates and for free transportation of articles for exhibition.

In connection with the premiums offered for speed, we append a description of the

## EAST SAGINAW DRIVING PARK.

The East Saginaw Driving Park Association was organized in the spring of 1872. The present officers are W. J. BARTOW, President, C. L. LULL, Secretary, and GEO. C. WARNER Treasurer. The track is a full mile in length, as has been demonstrated by several official and probably a hundred unofficial measurements. It is, by turf men, conceded to be the finest mile track in the United States or Canadas. In July, 1874, Goldsmith Maid and Judge Fullerton trotted on it when the Maid made the then unprecedented time of 2:16. The reputation of the track immediately became national.

The cost of the track and buildings has been \$20,000. The Grounds embrace 45 acres. The Grand Stand, when its recent additions are completed, will seat 4,000 persons. Under the



Grand Stand there is a general refreshment room. The Judges Stand is octagonal in form and is three stories high. The second story is for reportorial use, while the third story is exclusively for the use of the Judges. The Timer's Stand is directly opposite, and is of the same form. The Music Stand is also an octagonal structure inside the track. The rules of the National Horse Association for the promotion of the interests of the American trotting turf govern all trotting unless otherwise provided. Running is governed by rules of the American Jockey Club. Trotting to be mile heats, best 3 in 5, and in harness. A horse distancing the field, or any part thereof, will be awarded but one premium. No premiums to ruled out horses. Heats in each day's races may be trotted and run alternately.

The Driving Park is admirably located, being five-eighths of a mile to Salina House at South Saginaw, one and three-eighths of a mile to the Taylor House, Saginaw City, and  $1\frac{5}{8}$  of a mile to the Bancroft and Everett Houses at East Saginaw; while the Washington avenue cars run within a short distance of the track, and the F. & P. M. R. R. branch to Salina runs within a block of it. The Grounds adjoin those of the Agricultural Society, and during the State Fair they will be united for the purpose of accommodating the large numbers who will at that time visit the city. The well known character of the managers of this Association has been a sufficient guaranty for fair play and liberal treatment of all patrons of the Park.

## SAGINAW CITY.

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Properly, the City of Saginaw, on the west bank of Saginaw River, eighteen miles from Saginaw Bay, its southern boundary extending to the confluence of the Tittabawassee and Saginaw Rivers, half a mile below the confluence of the Cass and Shiawassee, where the Saginaw is lost—at least in name—is located in town 12 north of range 4 east, and embraces within its present corporate limits not far from eight square miles of territory. The most thickly settled portion on sections 23, 24 and 26, is upon a beautiful elevated plateau, and, in fact, of the whole territory there is very little that has not the advantage of most complete facilities for thorough drainage for agricultural purposes, or ample underground apartments in buildings.

In 1829 the United States Government established a military post on the locality now occupied by the business portion of the city; this was maintained but a few years. About the same time the American Fur Company established a trading post near the Government stockade; this was continued for many years, its final operations being in charge of the late Hon. GARDNER D. WILLIAMS.

Previous to this time the most important event in the history of Saginaw, and one of immense importance at that time to the people of the whole State, was the negotiation by Gen. CASS in 1819 with the Chippewa Indians upon the site of the present City of Saginaw, of the treaty whereby territory within the following exterior lines was ceded:—

“Beginning at a point on the present Indian boundary line which runs due north from the mouth of the Great au Glaize,

six miles south of the place where the base line, so called, intersects the same," (in the north-easterly part of what is now Jackson county;) "thence west sixty miles" (to a point in Kalamazoo county;) "thence in a direct line to the head of Thunder Bay River; thence down the same following the course thereof to the mouth; thence northeast to the boundary line between the United States and the British Province of Upper Canada: thence with the same to the line established by the Treaty of Detroit in 1807; thence with the said line to the place of beginning."

At the time the Government took possession of the place for military purposes, the whole country was a wilderness. The stockade was constructed near the site of the present Andre block on the brow of the hill overlooking the river, and during the time the troops were quartered there they cleared the bottom land between them and the stream.

As early as 1832, JOHN FARLEY—later of the Coast Survey, who died in July last, at the advanced age of 72 years—and SAMUEL MCCLUSKY, platted a portion of the territory now occupied by the city under the name of the town of Saginaw; but few lots were sold by them, and with the exception of a hut built by the half-breed JACK SMITH, and a massive block-house erected by LOUIS CAMPAU, which remained until 1862, when it was burned. No improvements were made on plat No. 1 of Saginaw City.

In 1835 SAMUEL DEXTER platted the second addition of Saginaw, known as the plat of Saginaw City, including the N. E.  $\frac{1}{4}$  of sec. 24, town 12 N. of range 4 E. DEXTER made few sales, and in 1836 disposed of his interest to MACKIE, OAKLEY & JENNISON, of New York. These gentlemen associated with them the late NORMAN LITTLE, under whose management the present central plat of Saginaw was created, embracing the DEXTER territory with the whole of said section on both sides of Saginaw river, and portions of adjacent territory. Being a man of immense energy, grand hopes and the most sanguine faith in the resources of the Saginaw Valley, Mr. LITTLE, in-

spired by the speculation of the times which in those early days was wild beyond all reason—for what have proved thus far the chief resources of Saginaw were then either undiscovered or valueless, the salt and timber—pushed on the central improvements at a rate which, under the circumstances, seems at this day miraculous. The Webster House, then by far the finest hotel in Michigan, was erected and opened. Several large warehouses were also built, and many, for that time, really elegant residences, but the crisis of 1837 stopped all progress, and save the improvement to the little patches of cultivated ground here and there, the product of which was needed to enable the settlers to eke out a scanty subsistence during the hard times that immediately followed the “wild cat” period, there was little progress and less improvement; but the energy of the pioneers was made manifest in every available measure of enterprise. School houses, the Court House, and other buildings, were erected, and the business of the place materially increased notwithstanding all the disheartening embarrassments. In 1836 NELSON SMITH, Esq., then a resident of Saginaw, constructed here the schooner “Julia Smith,” 60 tons burthen, the first vessel ever built on Saginaw River, and for years she was the principal medium of transportation for merchandise. An occasional vessel arrived from Detroit, but no regular line of lake communication was established until 1850.

Incidentally we mention these facts: In the winter of 1834–35, ALBERT MILLER—now our esteemed friend Hon. ALBERT MILLER, of Bay City—taught school in a portion of the old barracks erected by the soldiers in 1822, on the present site of the Taylor House. This was the first school taught in Saginaw Valley, the attendance being from twelve to twenty scholars, of whom a considerable portion were half breeds. In 1830 Saginaw, which comprised all the territory between the Flint River and the Straits of Mackinaw, contained twenty-eight inhabitants, who were called white upon the most “liberal construction” of the complexion question. In 1870 this same territory contained a population of 117,706.

In 1850 the population of Saginaw City was 536, and its business was indicated by the moderate support of six stores, five carpenter and joiner shops, three boot and shoe shops, three blacksmith shops, one bakery, one steam saw mill, one paint shop, three hotels, three grocery and provision stores, two other places of retail trade, and one printing office.

Up to the year 1857 the "city" was a part of the township of Saginaw. A city charter was granted which went into operation in the spring of 1857, under which Hon. GARDNER D. WILLIAMS was the first Mayor elect. He was elected the following spring for the second term, but his death occurring on the 11th day of December, 1858, Hon. HIRAM L. MILLER, then Recorder of the city, acted as Mayor until the election of his successor, the late GEORGE W. BULLOCK, in the spring of 1859.

Judge GARDNER D. WILLIAMS became an Indian trader at Saginaw City in the spring of 1828. His brother, EPHRAIM S. WILLIAMS, joined him in the fall. They occupied a little red building which stood for a long time near the foot of Mackinaw street, as their store, where they continued to trade until 1840. GARDNER D. lived only to see the dawning of that "better day" which brought wealth and prosperity to the locality he had chosen as a home. His descendants, who are among the most liberal and enterprising of all our liberal spirited people, have lived to enjoy the fruits of his pioneer experience, the results of his sound judgment and excellent business qualities.

In 1851-2, the old Union School building—now shakily wrought into use as the Fourth Ward school house—was constructed; five churches commenced and three of them completed. From that date to the present the progress of the city has been steady and uninterrupted. The population in 1860 was 1,712; in 1866, 6,420; in 1870, 7,460 in 1874 10,064, showing an increase of 35 per cent., and this, too, at a time when there is an unusual prostration of the chief branches of industry carried on in this section of the State, and when but very few transient persons are to be found in either of the cities of

the Saginaw Valley; and the business of the city has grown proportionately with the increase in population, as is indicated by the record of manufacturing establishments, public and social organizations, and business and other establishments published herewith.

In January, 1867, the first connection with the railway system of the country was made by the opening of the J., L. & S. R. R. from Jackson to Wenona; the extension of the line north to Otsego lake 130 miles gives easy access to the immense pine regions of the north, and the opening of the Saginaw Valley & St. Louis R. R. to St. Louis, in December, 1872, put us in connection with an immense breadth of the choicest pine and farming country in what is truly the garden of Michigan, though less than fifteen years ago it was a wilderness.

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### SAGINAW CITY SCHOOLS.

Like true Americans, Saginaw people have always been anxious to give their children a good education. From the time of the school in the little building on Washington street until now, no expense has been spared to enable the schools to meet the demands of the time. It is about fourteen years since the attempt was made to grade and classify the schools; but the greatest progress has been made within the last eight years.

The corner-stone of the present Union building was laid in 1867, and in 1870 the first class graduated from its High School. The old Union building afterward became the Fourth Ward School. In 1872 the Fifth Ward building was erected, making six school buildings. In these are 27 schools, employing 35 teachers.

The school is divided into six departments, viz:—First and Second Primary, Secondary, Intermediate, Grammar and High School. Each department consists of two classes, the higher one known as the "A" class and the lower one as the "B" class. The course requires two years in each depart-

ment. There are Primary classes in each Ward building, and in the First Ward "A" and "B" secondary, and in the Fourth Ward a "B" secondary class. In the Union building there are three Primary departments, two "B" secondary, the "A" secondary, the Grammar School (containing the Grammar school and Intermediate grades,) and the High School. These are all English schools. Besides these there are five German schools in the Union building, and one in the Fifth Ward. In the German schools instruction is given in both English and German. The course in English prepares the pupils for the "B" secondary grade in the English departments, and the course in German is nearly the same, adding something of German Grammar, Ancient History and Natural History.

The school year is divided into three terms. The first term commences on the first Monday in September, and continues eight weeks, or until Christmas. The second term commences on the first Monday succeeding New Year's, and continues twelve weeks. The third term commences after a vacation of one week, and continues thirteen weeks. In the higher departments the attendance is larger during the second term, and in the Primary departments during the third term. The entire number enrolled during the last school year was 1,715. Of these 32 were enrolled in the High School, 115 in the Grammar School, (including the Intermediate grade,) and 70 in the "A" secondary. After an absence of three days the pupil is not regarded as a member of the school. In the High School the average number belonging during the first term was 25.1, and the average number in daily attendance 23.1. In the Grammar school for the same time the average number belonging was 83.6, and in attendance 77.1. In the "A" secondary for the same time the average number belonging was 49.5, and average number in daily attendance 46.4. In the whole school the per cent. of absence was seven, and the per cent. of tardiness two.

The course for the Grammar School proper is the same as the course for the first two years in many High schools. Many scholars leave when they finish the Intermediate course. This

makes the Grammar School and High School very small. Still a graduate from the Grammar School has a very fair education. He has finished the study of American History, Arithmetic and Geography, and has studied Algebra one term. The study of Grammar is continued one term in the High School. The course in the High School consists of the higher English branches and one of the three languages, French, German or Latin. Before receiving the diploma of the High School, the examination in all the studies of the past two years must be satisfactory.

In every department pupils are marked on each recitation by a scale ranging from 10, perfect, to 0, a failure. A careful record is kept of a pupils average mark in each study, those received at each examination, and the general average of all. If the average mark of any pupil for four succeeding weeks fall below six, he can be transferred to a lower class. Examinations are made at the close of each month on the month's work; at the close of each term on the term's work, and in the higher departments at the end of the year, on the year's work. Whenever it is practicable, these examinations are written. At the end of each term there is always a public oral examination.

Connected with the school is a fine cabinet of geological specimens. The mineral specimens are especially good. There is also a good philosophical apparatus. The Library is very well chosen. It contains between 1,700 and 1,800 volumes of Books of Reference, Scientific Works, Histories, Travels, Biographies, Poetry and Fiction. Some three hundred volumes were presented to the school by Judge SUTHERLAND.

Much credit is due to the Committee for their selections, and to the whole Board of Education for their efforts to promote the good of the schools. The people feel that their interests are well attended, and the teachers know that they will always be fairly and justly dealt with and upheld in all their endeavors for the welfare of the pupils.



## SAGINAW CITY CHURCHES.

## ST. JOHN'S CHURCH.

In the year 1836 there were in the Saginaw Valley but three communicants of the Protestant Episcopal Church—Mr. and Mrs. BUSBY, and Mrs. AMANDA L. RICHMAN. The first services of the church were held in 1841. In 1851 a parish was organized with Rev. JOSEPH ADDERLY as pastor. On the 11th of April, 1853, Bishop McCROSKRY laid the corner stone of the present church edifice, which was consecrated May 9th, 1860. The baptismal bowl and communion set were the gift of the late Mrs. EBENEZER HALE, of Canandaigua, N. Y.; the Bible and prayer book, still in use, were presented by the late GEORGE W. BULLOCK. The Rector is the Rev. W. H. WATTS, and the number of communicants is about 160. This church was rebuilt in 1873 at an expense of \$2,200, funds raised by the ladies of the Society. The Society own half a block in the centre of the city on which stands the church and parsonage.

## FIRST PRESBYTERIAN CHURCH.

This Church was organized March 1st, 1838 with the following members : NORMAN LITTLE, JANE A. LITTLE, ELIZABETH RICE, THOMAS SMITH, WM. HEARTWELL, Mrs. HARVEY WILLIAMS, T. L. HOWE, Mrs. T. L. HOWE, HINDS SMITH, Mrs. JULIA SMITH, MABEL TERRILL, Mrs. H. L. MILLER, and Rev. H. L. MILLER as pastor. The church was organized as a Presbyterian church, but in 1842 its form of government was changed to Congregational. In 1853 it returned to the Presbyterian Polity and became a member of the Detroit Presbytery, being transferred to the Saginaw Presbytery in 1856. Mr. MILLER first preached in a carpenter shop; corner of Washington and Ames Streets. Subsequently in the Post-Office; at times in the office of NORMAN LITTLE and for a period in a building known as "Mechanics Hall" on Washington Street.

In 1837 was built the first public building in the Saginaw Valley serving as church, schoolhouse and court-room. It stood in the rear of the present court-house and served as the place of worship of the Presbyterian church until the erection of the present house of worship, which was dedicated December 12th, 1852, the service being preached by Rev. R. R. KELLOGG of Detroit. The present pastor is Rev. R. P. SHAW, the number of members unrolled is 180, actual membership about 160.

METHODIST EPISCOPAL CHURCH.

In 1850 Rev. Andrew Bell, Stephen Lythe, Levi D. Chamberlain and Lovina Hart were appointed a Board of Trustees for this society. The first class consisting of three members was organized in 1857, and of these Mrs. Moore, wife of Hon. John Moore, alone remains. The first pastor was Rev. C. C. Olds. Present Pastor, Rev. J. Venning. Church-building was improved in 1872. Trustees: Smith Palmer, D. B. Ketcham, Dr. J. H. Jerome, H. L. Tipton, J. S. Wily, B. B. Bartlett, Edwin Short. The membership is about 120.

GERMAN EVANGELICAL LUTHERAN CHURCH.

The first church built in Saginaw City was that of the German Evangelical Lutheran Congregation "The Church of the Holy Cross." It was built in the year 1851 and enlarged in 1859, Congregation organized 1848, by Rev. F. Sievers, of Frankenthal, Saginaw County. Services were held in private houses and in one of the courthouse-rooms until 1851. The congregation belongs to the "German Evangelical Lutheran Synod of Missouri, Ohio and other States" and strictly adheres to the unaltered Augsburg Confession and all other symbolical books contained in the "Book of Concord" published in 1580. The first regular pastor was Rev. Ottmar Cloter. His installment took place at one of the court house rooms. In 1857 he received and accepted a call of Synod to work as a missionary among the Indians (Chippewas) in Minnesota. His successor was the Rev. T. A. Hugli, who two years afterwards accepted a call of the Lutheran congregation in Detroit. The present pastor is Rev. Joseph Schmidt. Property of the So-

ciety includes the brick church on Court Street, two schools and a burying ground. The voting members number 125.

#### THE LIBERAL CHRISTIAN CHURCH.

was organized and their brick house of worship on Washington street dedicated July 18th, 1871. Pastor, Rev. J. H. Burnham; Trustees: A. W. Wright, A. W. Thompson, Thos. L. Jackson, W. H. Sweet, James Hay, Capt. T. M. Hubbell. About 90 Families are represented in the congregation.

#### FIRST BAPTIST CHURCH.

Organized ten years ago; present pastor Rev. W. W. PATTINGILL. House of worship, corner of Lafayette and Franklin streets. Members 100.

BAPTIST CHAPEL, Fourth Ward; built 1871. Union services.

#### ST. ANDREWS CHURCH.

Previous to 1853, Catholic service was held occasionally in Saginaw, first by Father Monahan, and afterwards by Father Kendekens, who came through from Flint for that purpose. The first regularly established Priest in the Saginaw Valley was Rev. H. T. H. Schutges, whose territory for nine years extended throughout the entire Saginaw Valley.

In 1862, Rev. R. Vanderheyden came to the Valley to take charge of the churches at Saginaw City and East Saginaw. The first building used by the Catholics as a place of worship in this city, was a sort of barn structure, which is still standing on the McCardle property and used as a carpenter shop. The present church, corner of Monroe and Washington streets, was erected under the supervision of Father Vanderheyden in 1865, and enlarged in 1870. The church has also a parsonage adjoining it, and a school building opposite the residence of Thos. Nester, in Sixth Ward, capable of accommodating 400 scholars; 140 scholars are at present in attendance.

In 1866, Father Vanderheyden was relieved of the charge of the church at East Saginaw, and since that time has devoted his whole time to the Catholic church here, which now numbers at least 1,500 communicants.

## AMES CHAPEL MISSION.

Through the constant and persistent energy of Rev. James Riley, this branch of the M. E. Church was enabled to erect a neat chapel on Fourth street, near Lincoln avenue, Penoyer Farm, which was dedicated in the fall of 1873, and regular services have been held there since that time.

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## SAGINAW CITY MANUFACTURES.

We give herewith a brief outline of the several manufactories in the City of Saginaw, designing that this sketch shall be essentially in the nature of a business statement, though there is some history connected with

## THE FIRST MILL.

The first steam saw mill ever erected on Saginaw River was built in 1834, and located a short distance south of the present site of the City Mills, a flour and shingle manufacturing establishment. The machinery for this mill was made in Detroit by "Uncle Harvey Williams," and run one mulay saw and one run of stone for custom grinding. The fly wheel to this mill—and here comes in a little history in regard to pioneer fly wheels—was the same used on the old steamer Superior about the year 1820. It was eleven feet in diameter, and in the steamer was fixed on a shaft distinct from the main shaft, and was geared to make three revolutions to each revolution of the paddle wheels. On the old steamer William Penn was an eighteen foot fly wheel geared in the same manner. In the spring of 1835 the first lumber ever manufactured in Saginaw Valley was cut at the Williams mill, solely for home consumption, for at that time the idea of manufacturing pine lumber for export was but slightly, if, to any extent, entertained. E. S. and G. D. Williams were associated with Harvey Williams under the firm name of H. Williams & Co. One Bennett owned the mill a year or so, and afterwards the property again came into the hands of E. S. & G. D. Williams, who held it until it was

burned July 4th, 1854. This was essentially the pioneer mill and the pioneer mill property of Saginaw Valley, and amid all the changes which have occurred on Saginaw River since 1835, the property and business has continued in the same line of succession.

#### WILLIAMS BRO.'S MILLS.

In 1852, Gardner D. Williams built a new mill not far from the "first mill," which, though subjected from time to time to various changes and improvements, stood until July 30th, 1874, when it was burned together with 300,000 feet of lumber. It ran a circular and a mulay saw, one lath machine and one edger; its cutting capacity per season, was 6,000,000 feet lumber, 3,000,000 lath; men employed, 30. A new mill will be erected by Geo. F. Williams & Bros. the coming winter on the site of the one burned.

The "little mill," so called, was built by Geo. F. Williams & Bros. in 1866; runs circular, edger and lath machine; cutting capacity per season, 4,000,000 feet lumber, 2,250,000 lath; men employed, 20.

Geo. F. Williams & Bro. have salt works above the "little mill," formerly the A. B. Paine property. It has one pan block, with a daily capacity of 120 barrels, a drill house and well.

#### TOLFREE, SIMPSON & CO.'S MILL,

The first in the city as you come up the river, built in 1866, by A. W. Wright & Co., sold afterwards to S. Coleman, later to C. N. Blanchard, and last spring to the present owners; runs a gang, large circular, and lath machine; cutting capacity per season 10,000,000 feet lumber, 3,000,000 lath, and employs 40 men. The premises have a front of 600 feet on the river.

#### WYLIES BROTHERS SHINGLE MILL

Is the next establishment north; premises, two acres; 350 feet river front; runs one Walker double machine and one Rochester single machine. Daily cut, 110,000 shingles. Employs 25 men and 15 boys.

## A. W. WRIGHT'S PLANING MILL.

South of the middle bridge. With this establishment is connected a sorting yard eight acres in extent, with sidings from J., L. & S. R. R. Mr. Wright fills orders of a single car load, or to any extent, for any dimensions of sawed pine timber or lumber, shingles, dressed lumber, flooring, siding, ceiling, sash, doors, blinds, mouldings—everything in wood required for building purposes. The planing mill is leased to Mr. Blanchard, but the yard is solely in the hands of Mr. Wright. Formerly both were run as one concern by Wright, Tipton & Co.

The "Big Mill," located at the northern junction of the J., L. & S. R. R. with Water street, is one of the best and most completely systematized saw mills on the Saginaw river. The present proprietors are A. W. Wright & Co.—A. W. Wright and Wm. H. Wright, of Saginaw; O. D. Mitchell and J. H. Pearsons, of Chicago. The mill runs two gangs, one circular, two stave machines, one machine for either lath or staves, one lath machine, and heading works. Daily product, 100,000 feet lumber, 25,000 lath, 20,000 staves, 500 sets heading.

Salt works in connection. One steam block, 72x168 feet; one do., 24x100 feet; sheds, 72x80 feet, with drill house, &c.; well 740 feet deep. Daily product, 130 barrels salt. In mill and salt works 100 men are employed.

## CALONIA SALT WORKS.

C. T. Brenner, proprietor; Water street, between Munroe and Jefferson streets. Manufacture yearly 10,000 barrels salt; 7,000,000 shingles, staves and heading for 10,000 barrels. Employ 21 men. The salt well here is one of the pioneers, having been sunk by Paine & Hanna in 1860.

## RED WAREHOUSE.

This pioneer building—being one of those built in 1836, the first year of speculation in Saginaw—is now entirely occupied with what may be termed small manufactures, it having been converted into a steam mill in 1861, and in 1863 partly into a planing mill, sash, door and blind factory, owned by Miller &

Norton, and giving employment to twelve men; and partly into a shingle mill owned and run by D. B. Ketcham & Bro. This mill runs two Hall machines and a rafting pin business, cuts 8,000,000 shingles and 2,000,000 rafting pins each year; employs 16 men, 4 boys.

#### THE CITY MILLS,

Grist mill and shingle mills, south of upper bridge. George Farmer & Bro., owners. Has three run of stone, grinds daily seventy-five barrels flour and ten tons feed. The shingle mill runs one Hall machine; daily product 25,000 shingles; men employed, eleven.

#### BRICK PLANING MILL,

Foot of Lyon street; D. Hardin & Co., proprietors. Turns out dressed lumber, flooring, ceiling, siding, sash, doors, blinds, mouldings, brackets, and all work of this character, however elaborate, in pine or hard wood. Men employed, 30.

#### FOUNDRY AND MACHINE SHOP.

N. B. Kinney, proprietor; corner of Water, Williams and Hamilton street. Premises, one-half block; three fronts; buildings in all equal to 40x282 feet. Manufactures or repairs iron or brass work, and turns out all kinds of castings, heavy or light. Employs 15 men.

STEAM TANNERY.—C. F. Wilson, proprietor; Water street, Third ward. Employs five men. Value of manufactured product annually \$22,000.

STEAM MILL AND SALT WORKS.—Heather & Allison, proprietors. Not run in 1873-4.

SALT WORKS.—Conrad Kull, proprietor. Fifty-eight kettle block. Manufactured in 1873, 10,067 barrels salt.

BARNARD & BINDER, foot of Wayne street, Fourth ward; saw mill and salt works. In saw mill, circular, mulay and gang saws; salt works, steam and pan blocks. Product, 1873, 9,700,000 feet lumber, 24,698 barrels salt. Men employed in mill and salt works, 62. Theirs is the second salt well which was bored on Saginaw river.

SAGINAW BARREL WORKS.—Premises seven acres, with six

hundred feet bayou front; foot of Perry street, Fourth ward. Buildings aggregate 44x354 feet, three stories, is substantially built, iron roof. Water from Holly water works throughout the structure. Daily product, 8,000 gum boxes, 100 dozen ball boxes, 1,000 tobacco drums, 300 tobacco pails, 100 dozen measures. Employs 35 men, 65 boys from 12 to 18 years of age. Have power for fifty per cent. more machinery, which will be added as required. Capital stock, \$75,000 paid up. Officers and Directors—H. A. Ballentine, President; A. F. R. Braley, Treasurer; Wm. Binder, Secretary; C. A. Lee, Superintendent.

SWIFT & LOCKWOOD.—Mill and salt works, south of Perry street. Premises, ten acres; 400 feet river and 1,300 feet bayon front. Mill runs Wicks gang, large circular with top; new lath machine, and works for cutting staves and heading. Cut annually 10,000,000 feet lumber; 1,500,000 lath; staves and heading for 25,000 barrels. Salt works—two wells, one steam and one kettle block. Daily product, 125 barrels. Total men employed, 60.

STURTEVANT, GREEN, PLUMMER & Co.—Immediately north of Swift & Lockwood, Fourth ward. Saw mill and salt works. Premises nine acres; six hundred feet river front. Mill runs gang, circular, lath machine, machinery for cutting staves and heading. Daily product, 70,000 feet lumber, 15,000 lath, 5,000 staves and heading for same. Salt works—steam block and kettle block; two salt wells. Steam block rebuilt last winter. Product per day, both blocks, 200 barrels. Total number men employed, sixty.

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### BOARD OF EDUCATION.

The Board of Education of Saginaw City consists of the following members for 1873-74:—Hon. D. H. Jerome, President; D. B. Ketcham, Secretary; Benton Hanchett, D. L. C. Eaton, Geo. L. Burrows and Otto Roeser, Trustees. The annual meeting is held the first Monday in June.



## CITY GOVERNMENT.

The present government of the City of Saginaw is constituted as follows :

*Mayor.*—Benton Hanchett.

*Recorder.*—John B. Schick.

*Controller.*—Fredric L. Eaton.

*Treasurer.*—Racine Purmont.

*Attorney.*—Dan. P. Foote.

*Director of the Poor.*—John A. Gibson.

*Marshal.*—Oscar Jewett.

*Surveyor.*—L. M. Leavenworth.

*Physician.*—O. P. Barber.

*Street Commissioner.*—Robert McLean.

## ALDERMEN.

*First Ward.*—George Davenport, A. S. Gaylord.

*Second Ward.*—B. B. Bartlett, N. S. Lockwood.

*Third Ward.*—Frank Allen, Geo. F. Williams.

*Fourth Ward.*—James E. Brady, Benjamin Forbes.

*Fifth Ward.*—William H. Smith, John Gaensbauer.

*Sixth Ward.*—John C. Zeigner, — Ferguson.

## SAGINAW FIRE DEPARTMENT.

The Fire Department of Saginaw City is well organized and effective. George L. Burrows Chief Engineer, G. A. Lyon Assistant. There are five hose companies, one hook and ladder company, three thousand feet of hose, and one steamer.

## SAGINAW WATER WORKS.

The water works were completed and operations commenced in 1872, at an expense of \$150,000. Eight miles of pipe has been laid, and there are one hundred and twelve fire hydrants. The Water Commissionese are Geo. L. Burrows, Wm. Binder, S. B. Williams, E. J. Ring, and J. Tuthill. The Superintendent is Eugene Coleman, and Fred. Clifton is the Engineer.

### THE SAGINAW & ST. LOUIS RAILWAY.

One of the shortest lines in the State, but at the same time one of the most successful lines is the Saginaw Valley and St. Louis Road. The road extends from Saginaw City to St. Louis, Gratiot County and is thirty-four miles long. The Company, which built it, was organized April 28th, 1871 and the road was completed in December 1872. The road-bed is first class, very great care having been used in ballasting it. The rolling stock consists of four Engines, two Passenger-coaches, twelve Box-cars and forty flats. The capital stock is \$300,000. Its total earnings for 1873 was \$135,000. Its running expenses only \$42,000. Probably no road, and especially no new road, can show better figures than the above. It is understood that in addition to paying its annual interest as it has matured, quite an amount of its bonds have been paid. Its freightage consists principally in forest products, a large amount of oak and pine timber lands has been opened by the construction of this road, consequently oak and pine timber, staves, shingles, bark and lumber constitute its principal outward freight, and general merchandise, agricultural implements, etc., its homeward freight.

The officers of the company are, D. H. Jerome, President; Geo. F. Williams, Vice President; Ezra Rust, Secretary; A. W. Wright, Treasurer. The Executive Committee is composed A. W. Wright, D. H. Jerome, Ezra Rust and Newell Barnard. The Board of Directors consists of the following persons: D. H. Jerome, A. W. Wright, N. Barnard G. F. Williams, Amasa Rust, Geo. Jerome, L. H. Eastman, T. Jerome, John L. Evans, James Hay, Benton Hanchett, J. E. Shaw and E. Rust.

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CENTRAL AGRICULTURAL SOCIETY.

The Saginaw Central Agricultural Society was organized at Saginaw City in May, 1873, and the first Fair held September 15th, 16th and 17th following. The officers of the Society for 1874 are Dr. I. N. Smith, President; Wm. McBratnie, Secretary; George R. Stark, Treasurer; Thomas L. Jackson, Moses Harris, Jacob H. Lewis, Jay Smith, Nelson Abel, David Geddes, Wm. A. Crane, Board of Directors; Vice Presidents—Willard Shattuck, John A. Leinberger, Martin Stocker, John McMillan, Thos. P. Hines, Frank Ackley, Samuel Harder, Theodore Bundage, N. S. Lockwood, S. B. Williams, James Graham, John Wright, Wm. Roeser, Mr. West, Colin McBratnie, George Ward, S. C. Goodale, E. J. Ring, N. L. Miller, P. C. Andre, Thomas Shimmons.

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## SAGINAW CITY STREET RAILWAY.

The capital of this corporation is \$30,000. The line is two and one-half miles long, running from Genesee street, opposite the Bancroft House in East Saginaw, to the upper end of Saginaw City. Sixteen men are employed, and thirty horses, with five cars. Its officers are D. H. Jerome, President, Geo. L. Burrows, Secretary and Treasurer, and S. S. Perkins, Superintendent.

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## SAGINAW BRIDGE COMPANY.

The officers of this corporation are D. H. Jerome, President, D. L. C. Eaton, Vice President, and Geo. L. Burrows, Treasurer.

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## SAGINAW GAS LIGHT COMPANY.

This Corporation was organized in 1868. Its officers are Alexander Swift, President; Geo. L. Burrows, Treasurer; N. Cameron, Secretary and Superintendent.

## OTHER ORGANIZATIONS.

## MASONIC.

Masonry in Saginaw City is represented by one Chapter and Saginaw Valley and Germania Lodges. The Chapter is called Joppa No. 63. The oldest Lodge is Germania No. 79, and the other is Saginaw Valley No. 154.

## ODD FELLOWSHIP.

Under the head of Odd Fellowship in Saginaw City, we find Saginaw Lodge No. 42 the first instituted. It was organized February 9th, 1849, with W. L. P. Little, N. G. The present N. G. is C. R. Hamilton, with C. Whitcomb as V. G.

Star Lodge No. 156 is the next in order. Its first N. G. was Chas. Moyer. Its present N. G. is Frank Knepler, and V. G., W. Warren.

Washington Encampment was organized at the same time that the Valley Encampment came into existence. Charles Excell is its present C. P.

## HARMONIA SOCIETY.

This organization was perfected in 1873. The officers are—President, Chas. Moyer; Treasurer, C. E. Brenner; Secretary, Frank Harris.

## TEUTONIA TURNVEREIN SOCIETY.

This Society was organized in 1868. Its President is R. Khuen; Vice President, A. McAchard; Secretary, Emil Schoenberg.

## I. O. O. T.

This Lodge of Good Templars was organized in 1864. Its chief officers are J. R. Scott, W. C. T.; Mrs. C. N. Curtis, W. V. T.; W. H. Sheppard, W. S.

## THE GERMAN WORKINGMEN'S SOCIETY.

was organized in 1871. President, Franz Meyer; Vice President, William Lange; Secretary, Chas. Ratke.

## WAH-WAH-SUM BOAT CLUB.

This Club has attained an enviable reputation, not only in Michigan, but throughout the entire country. It was organized December 12th, 1868. Its present officers are J. K. Stevens, President; N. S. Wood, Vice President; J. W. Alexander, Secretary and Treasurer; Charles E. Wheeler, Captain; James Jerome and O. Armstrong, Coxwains.

## KNIGHTS OF PYTHIAS.

Achilles Lodge No. 15. This Lodge was organized by the withdrawal of the Saginaw City members from the (East) Saginaw Lodge No. 10 in January, 1874, with C. D. Little as C. C.

## LADIES' RELIEF SOCIETY.

No Society in Saginaw has a more honorable record for earnest and efficient work in the relief of want and suffering among the poor and needy than this, which is really in the hands of the ladies. It has been in existence for many years, and was re-organized October 12th, 1871, doing under the inspiration of its most earnest and active member—the late Mrs. Thos. Merrill—most efficient service during the Michigan and Chicago fires of that year. The present officers are Mrs. V. A. Paine, President; Mrs. A. W. Wright, Secretary and Treasurer.



# DUNK, THE DRUGGIST.

Cor. Genesee & Washington Aves.

EAST SAGINAW, MICH.

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**S. M. McFARLIN,**

Wholesale and Retail Dealer in

**BOOKS,  
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Wall Paper,**

**WINDOW SHADES AND FIXTURES.**

*108 Genesee Ave., Bancroft Block,*

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Agent for Thomas's Black Ink.

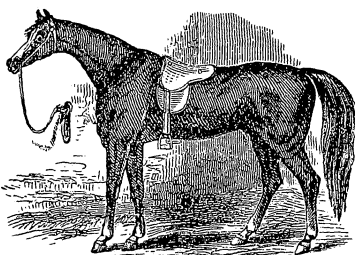
**GOLD PENS.**

**BLANK BOOKS.**

**WILKIN & MACK,**  
**HATS, CAPS, FURS,**  
**Robes, Satchels,**  
**TRUNKS, &c.,**  
**WHOLESALE AND RETAIL.**  
 121 Genesee Ave., (opp. Bancroft House,) **EAST SAGINAW.**

**HARVEY & COLEMAN,**  
**Livery & Sale Stables**

**HORSES**  
 AND  
**CARRIAGES**  
**FOR HIRE**  
 At all Hours.

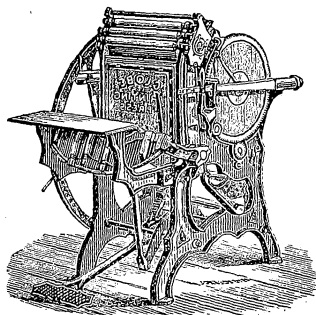


**STABLES.**

Cor. Washington Ave.  
 and Tuscola St.,  
 Corner of Franklin and  
 German Streets.

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**E. W. LYON,**  
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**PRINTER.**



All kinds of Binding, Ruling,  
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**DONE TO ORDER.**

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 (KOEHLER BLOCK.)  
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J. P. KROLL, - Proprietor.

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Hotel in Northern Michigan.

Two of the FINEST SAMPLE ROOMS for Agents in the West.  
HACKS FREE TO AND FROM THE DEPOT  
AND MINERAL SPRINGS.

TERMS REASONABLE.

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Magnetic Springs,

GRATIOT COUNTY, MICH.

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First Magnetic Water Discovered in America.

CURES RHEUMATISM, GOUT, PARALYSIS, ALL  
NERVOUS DISEASES, IMPOTENCY, DYSPEPSIA, AND  
A SPECIFIC FOR ALL DISEASES OF KIDNEY  
AND BLADDER.

The Springs are situated thirty miles west of  
Saginaw. Large Hotel accommodations.

Two Trains of Cars Daily.

PAMPHLETS SENT ON APPLICATION TO THE

SPRING COMPANY.

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Manufacturers of and Dealers in

## FINE PARLOR & CHAMBER FURNITURE

WAREROOMS, 318 AND 320 GENESEE AVE.,  
Factory corner Hoyt Street and Genesee Ave.,  
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## Saginaw Valley Paper Co.,

MANUFACTURERS' AGENCY,  
AND

## Commission House.

Also Dealers in  
SALT, LATH & SHINGLES.

Merchants Block, North Water St., East Saginaw, Mich.  
ROBINSON & CO., Proprietors.

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## FLINT & PERE MARQUETTE R'Y LANDS.

The entire Land Grant of this Company unsold, consisting of about 260,000 acres of **PINE AND FARMING LANDS**, is now on the market for sale. The **PINE LANDS** are mainly located west of Reed City, and on streams leading into Lake Michigan. The streams and small lakes convenient to Pine lands offer excellent locations for mills, where logs can be safely held in water free of expense, and free from risk. The Railroad direct to East Saginaw and Toledo offers the best source of supplies and a never-failing market for Lumber, Shingles, &c.

### FARMING LANDS.

As good as any in the world, timbered with OAK, BEECH, MAPLE, ROCK ELM, &c., will be sold on most favorable terms to *actual settlers*. The country generally is well watered with living springs. The Railroad is now complete from MONROE to REED CITY, and the 48 miles between Reed City and Ludington is graded and will be ironed this year.

**Terms of Sale.**—One-fourth down in all cases. Balance may be paid in three to five annual payments. Pine lands *must be paid for before being cut*. Interest at 7 per cent. on all unpaid balances, annually. All contracts and notes payable at Merchants' National Bank, East Saginaw, Mich.

Apply in person or by mail to

Land Office, and address, East Saginaw, Mich.

WM. L. WEBBER,  
Land Commissioner.

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AT ALL HOURS.

1852.

1874.

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THE OLD RELIABLE

# Worker in Iron

Has in connection with his  
Blacksmith Shop & Bolt Works,

ONE OF THE

BEST MACHINE SHOPS

In the West.

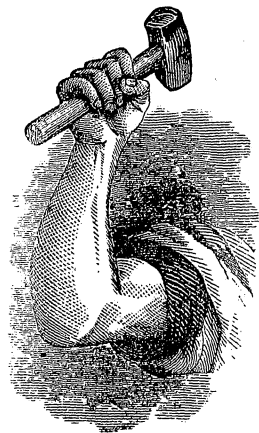
TURNING and PLANING AND FORGING IRON OF ALL SIZES.

ENDLESS CHAIN,

For Carrying away Sawdust.

Manufactured from the Best of Iron, and Warranted.

Shop on Tuscola Street, bet. Washington and Water Sts.



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Is the Organ for the Salt and Lumber interests,

AND

THE BEST LOCAL PAPER

In Northern Michigan.

THE SAGINAW WEEKLY COURIER,

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LAP-WELDED TUBES,

Plain and Galvanized, for Steam Salt Blocks,

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SAGINAW CITY, MICH.

A Democratic Newspaper.

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Every Variety and Style.

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The House of A. W. WHEAT & CO, has for the past eight years been Musical Headquarters for Northern Michigan. This firm has the general distributing Agency for the popular ESTEY COTTAGE ORGANS, and a number of celebrated Pianos, including the Chickering and the Haines.

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Constantly on hand, and warranted equal in point of purity to any in the market. Also, a CHOICE SELECTION OF

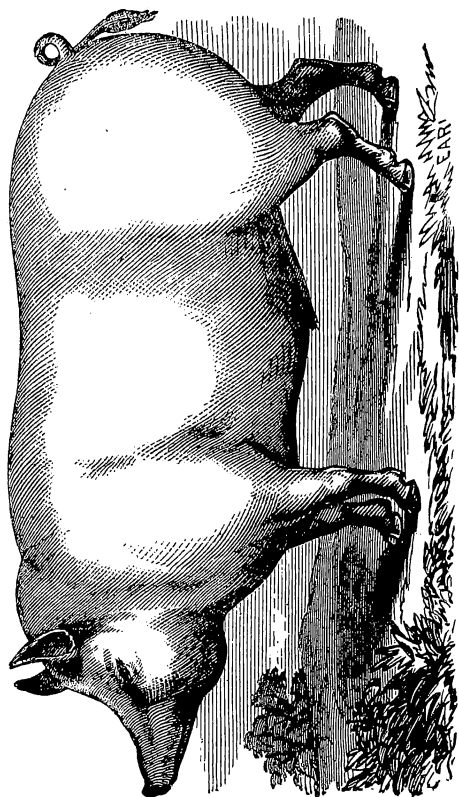
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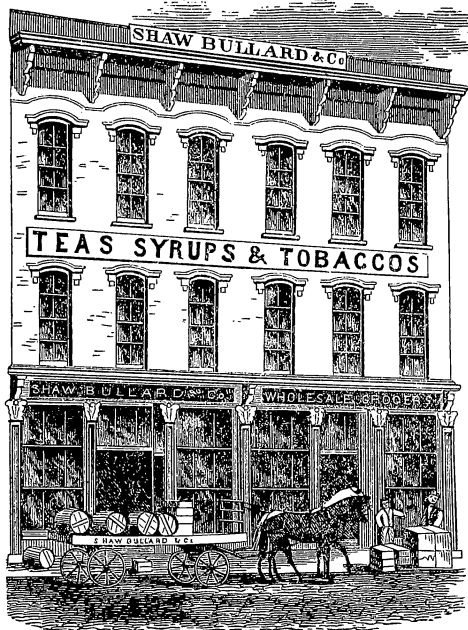
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